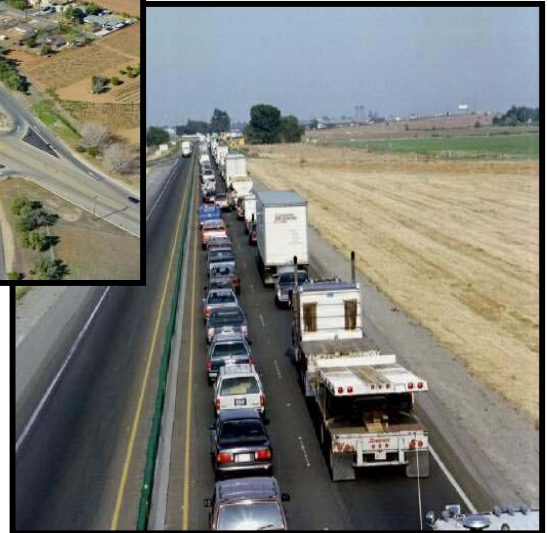


# **California Department of Transportation**

## **2006 Interregional Transportation Improvement Program**



**January 30, 2006**

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## Table of Contents

<b>ITIP CONTEXT .....</b>	<b>3</b>
Interregional Transportation Strategic Plan .....	3
ITIP Goal and Themes .....	4
Governor's Strategic Growth Plan -- <i>GoCalifornia</i> .....	5
Goods Movement .....	6
<b>2004 ITIP ACCOMPLISHMENTS .....</b>	<b>7</b>
<b>2006 ITIP DISCUSSION .....</b>	<b>8</b>
STIP Performance Measures .....	8
ITIP Economic Benefits .....	8
STIP Funding Issues and 2006 ITIP Programming .....	9
2006 STIP Fund Estimate .....	9
Intercity Rail and Grade Separations .....	12
Federal Transportation Enhancement Program .....	14
Projects To Be Dropped From The ITIP .....	18
Future Funding Needs .....	19
<b>Appendix A – ITIP Projects - Mapped by System and Location .....</b>	<b>21</b>
Focus Routes .....	21
International Access Routes (SR 7, 111, 78, 86, 905) .....	24
US 101 .....	26
Route 99 (SR 70, 149, 36) .....	29
US 395 and Route 14 .....	34
Route 58 .....	37
Route 198 .....	39
Route 41 and 46 .....	41
Route 152 and 156 .....	43
Route 20 (SR 29, 49, 53) .....	45
Route 299 (SR 36/44) .....	47
Interstate Routes .....	49
Other Routes .....	54
Multimodal Projects .....	59
<b>Appendix B – Comprehensive Statewide ITIP State Highway Project List .....</b>	<b>64</b>
<b>Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List .....</b>	<b>80</b>
<b>Appendix D – Comprehensive Statewide TE Project List .....</b>	<b>84</b>
<b>Appendix E - Interregional Transportation Improvement Program Themes .....</b>	<b>89</b>
<b>Appendix F – ITIP Funding Formulas .....</b>	<b>93</b>

## ITIP CONTEXT

The Department of Transportation's (Department) five-year Interregional Transportation Improvement Program (ITIP) is prepared pursuant to Government Code 14526 and consists of projects funded from the interregional share, which is 25 percent of State Transportation Improvement Program (STIP) funding. The STIP consists of two broad programs, the regional program funded from 75 percent of STIP funding and the interregional program. The 75 percent regional program is further subdivided by formula into county shares to be nominated by regions for projects that improve transportation in the region. The 25 percent interregional share is nominated by the Department in the ITIP for projects that improve transportation between regions. The ITIP also includes projects funded from Federal Transportation Enhancement (TE) funds.

### **Interregional Transportation Strategic Plan**

The 2006 ITIP is consistent with the Interregional Transportation Strategic Plan (ITSP). The ITSP is the framework that guides investment of Interregional Improvement Program (IIP) dollars. The ITSP includes six primary objectives for directing interregional program funds to achieve statewide interregional goals, which are:

- Complete a Trunk System of Higher Standard Routes (usually expressway/freeway standards)

*The uncompleted portion of the trunk system is referred to as Focus Routes. The ten Focus Routes complement the interstate system, and when completed, will provide the State with a constrained strong ground transportation system. The Focus Routes and Interstates comprise one third of the state highway system miles yet carry over two-thirds of system travel. These routes carry nearly all large truck traffic.*

- Connect Urbanized Areas to the Trunk System

*Urbanized centers depend upon the state highway system for connectivity and mobility. California's prosperity depends upon dependable travel to and through these areas. Two thirds of the State's fifty-five urbanized areas are connected by lower standard routes. Completing the Focus Routes above will connect most of these areas to a high standard facility.*

- Ensure Dependable Connectivity to Major Gateways and Intermodal Transfer Facilities

*These facilities (water, air passenger, cargo ports and freight transfer facilities) located in the largest metropolitan areas, are also the location of the State's major commercial, financial and industrial centers. A strategic investment to ensure reliable transport and transfer of goods is important to California's prosperity.*

- Connect Urbanizing Centers to the Trunk System

*As California's population grows, so do the urbanized areas. These emerging areas need good connectivity to the mainline transportation (trunk) system to ensure steady overall job growth and prosperity.*

- Link Rural and Smaller Urban Centers to the Trunk System

*Connectivity of rural communities to the mainline transportation (trunk) system is necessary to the livelihood of the State and its people and their mobility. The ITIP supports partnerships with rural agencies consistent with this objective.*

- Improve Intercity Passenger Rail

*Three Intercity passenger rail corridors provide a multi-modal alternative to the automobile by paralleling the State's most highly congested state highway corridors. Improvement of passenger rail is an important component of interregional improvements that ensure sustained mobility for all of California.*

### **ITIP Goal and Themes**

The 2006 ITIP continues to promote the following goal and themes to prioritize IIP investments. The four themes below recognize the multiple functions of transportation facilities, the complexity of transportation problems faced in California, and the range of system improvements needed to address them.

#### ***Goal:***

Improve interregional mobility and connectivity across California in cooperation with our regional partners, to ensure an integrated interregional and regional improvement program.

#### ***Themes:***

In 2002 the Department adopted focused themes to meet this goal, guide ITIP investments and encourage funding partnerships to improve the State's multi-modal transportation systems. These themes will continue to be used for project selection in future STIP cycles. The theme criteria are described in full detail in Appendix E. These themes are:

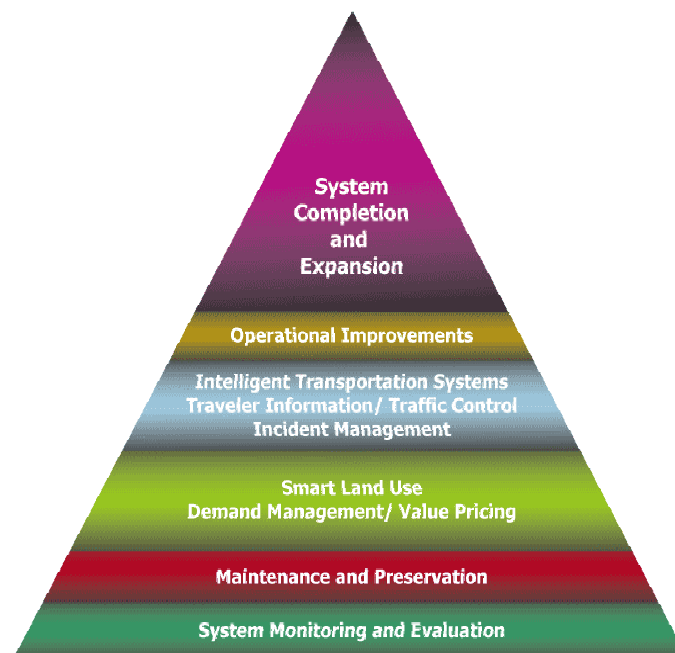
- *Complete the ITSP Focus Routes*
- *Reduce Congestion and Promote Livable Communities*
- *Improve Goods Movement*
- *Encourage Rural Funding Partnerships*

### **Governor's Strategic Growth Plan -- GoCalifornia**

The ITIP is consistent with the System Completion and Expansion part of the GoCalifornia strategy. The ITIP works to complete and expand the transportation system by:

- Completing and Improving Key Segments of the Statewide High Occupancy Vehicle (HOV) System
- Upgrading Key Interregional Routes to Freeway/Expressway Standards on 10 Focus Route Corridors
- Adding Capacity and Improve Major Goods Movement Corridors (Highway/Rail)
- Upgrading Selected State Highways to Higher Standards
- Expanding Urban/Commuter Rail and Intercity Passenger Rail

The ITIP includes funding for at least 18 projects that are also scheduled to receive funding from the proposed General Obligation (G.O.) Bonds, if passed by voters. The ITIP funds pre-construction activities on 41 projects where the G.O. Bonds and other funds provide resources for project construction. Construction for the Willits Bypass on State Route 101 in Mendocino County is a mix of ITIP, G.O. Bonds and regional funding.



### **Goods Movement**

This ITIP is consistent with the Administration's Goods Movement Action Plan (GMAP), a critical element of the Governor's Strategic Growth Plan – *GoCalifornia*. The ITIP projects support the goal to improve and expand California's goods movement industry and infrastructure, in a manner that will:

- Generate jobs
- Increase mobility and relieve traffic congestion
- Improve air quality and protect community health and well being
- Enhance public and port safety
- Improve California's quality of life

One of the four ITIP themes is goods movement. Projects that improve the movement of goods can be competitive. This is built on top of one of the ITSP primary objectives, which is to ensure dependable connectivity to major gateways and intermodal transfer facilities. These facilities (water, air passenger, cargo ports and freight transfer facilities) located in the largest metropolitan areas, are also the location of the State's major commercial, financial and industrial centers. A strategic investment to ensure reliable transport and transfer of goods is important to California's prosperity.

## 2004 ITIP ACCOMPLISHMENTS

Since the adoption of the 2004 STIP, 34 ITIP funded projects (22 non-TE and 12 TE) were allocated for a STIP construction value of \$529 million. Of this amount, \$318 million were ITIP funds (including supplemental votes) of which a total of \$27.8 million was allocated to ITIP TE projects.

Following is a list of significant projects recently allocated for construction:

- Butte 149 - Four-Lane Expressway
- Merced 99 - Mission Avenue Interchange/Freeway
- Orange 5 - HOV Lanes, Route 91 to Los Angeles County Line
- Fresno 99 - Kingsburg to Selma Six-Lane Freeway
- Merced 99 - Livingston Stage II Freeway
- Kern 14 - North Mojave, Widen to Four-Lane Expressway
- Contra Costa 80 - HOV Westbound Gap Closure
- Sonoma 101 - HOV Lanes, Route 12 to Steele Lane
- Ventura - Tunnel 26 Seismic Improvements, Pacific Surfliner Service
- Marin 101 - HOV Lane Gap Closure
- El Dorado 50 - Placerville Operational Improvements, Lawyer Drive to Bedford Avenue
- Santa Barbara 101 - Santa Maria, Widen to Six-Lane Freeway
- San Luis Obispo 1 - Hearst Ranch Transportation Enhancement
- Placer 80 - Dry Creek Operational Improvements



## 2006 ITIP DISCUSSION

### STIP Performance Measures

This is a “book mark” for a continuing effort to measure performance of ITIP projects within each corridor setting and in combination with RTIP proposals. The preliminary analysis is ongoing now and will be available for consideration of the ITIP before the hearings for the STIP adoption at a level appropriate to currently available performance data and evaluation tools. Subsequent STIP cycles will have heightened levels of performance measurement and evaluation as data and tools improve.

Specifically the analysis will respond to requirements of Guideline 19 of the STIP Guidelines (Criteria for Measuring Performance and Cost-Effectiveness). All categories of performance indicators in the Guideline will be evaluated, with particular emphasis on improved productivity (throughput) for this first cycle. The Governor’s Strategic Growth Plan – *GoCalifornia* and Senate Bill 1165 (Dutton), creating the “Transportation Congestion Reduction, Clean Air, and Trade Corridor Bond Act of 2006”, emphasizes performance measurement and performance based project selection for funding from the proposed bonds. The ITIP evaluation will be an important initial effort in applying the requirements of Guideline 19 to investments that can be carried over into the Strategic Growth Plan implementation.

### ITIP Economic Benefits

The major quantifiable benefits of ITIP state highway projects are shown in the table below. Intercity passenger rail projects and other non-highway projects have additional statewide and regional benefits not captured.

Economic Benefits:	
<b>Total Number of Jobs</b>	<b>180,810</b>
Construction Sector	66,056
Service Sector	48,801
Retail & Wholesale Trade	18,598
Manufacturing	17,904
Other sectors	29,451
<b>Labor Income (\$ million)</b>	<b>\$6,831</b>
<b>Gross State Product (\$ million)</b>	<b>\$10,756</b>

### **STIP Funding Issues and 2006 ITIP Programming**

The STIP is a rolling five-year plan that, by statute, is adopted by the California Transportation Commission (Commission) every even-numbered year. At adoption, two new years of funding are added at the end of the program and the two earlier years, just passed, are dropped. Typically, a new STIP consists of the last three years of the previous STIP with two new years of programming added. Normally, new projects are added in later years of the STIP. This is generally where the uncommitted funding is found, as the earlier years of the STIP were fully programmed in prior STIP cycles.

Due to the on-going state budget crisis, the revenue mix that comprises the STIP has changed significantly. Historically, the STIP and the State Highway Operation and Protection Program (SHOPP) were funded through a combination of both federal and state fuel tax revenues and the proceeds deposited into the State Highway Account (SHA). Funds from the SHA are eligible for a wide range of projects on and off the state highway system. Unfortunately the gas tax has not kept up with inflation and the purchasing powers of these funds have declined dramatically. At this time, these revenues barely manage to fund state operations and the SHOPP.

The STIP is now reliant upon a mix of less reliable revenue sources such as Public Transportation Account (PTA) Spillover revenues, Proposition 42 transfers to the Transportation Investment Fund (TIF), and loan repayments (including tribal gaming bonds). Since most of these revenue sources are dependent upon annual State Budget appropriation and other factors, there is no certainty that these funds will be there when needed. The 2006 STIP Fund Estimate (FE) assumes full availability of all the above funds throughout the STIP period. Also, the bulk of the funds available for new programming in the 2006 STIP are deposited into the PTA. The PTA, funded with revenues from state sales and excise tax on diesel fuel and state sales tax on gasoline, is a trust fund for transportation planning and mass transportation purposes. It is important to note that most ITIP projects are ineligible for PTA funds.

### **2006 STIP Fund Estimate**

The STIP FE is an estimate of all resources available for the state's transportation infrastructure over a specific five-year period. The FE estimates, in annual increments, all federal and state funds reasonably expected to be available for programming in the subsequent STIP. The 2006 STIP FE covers a five-year period from FY 2006-07 through FY 2010-11. The FE is the basis of determination of programming capacity, new and existing, of the 2006 STIP.

The 2006 STIP FE includes two programming targets, each with a specific purpose, 1) reprogramming targets and 2) new funds target as described below:

1. **Reprogramming Targets** - The Reprogramming Targets are guides to be used when rescheduling the last three years of programmed projects from the 2004 STIP into the five-year period of the 2006 STIP. The sum total of all

Reprogramming Targets exactly equals the dollar amount of unallocated 2004 STIP programming.

In addition, the 2006 STIP FE further subdivided the Reprogramming Targets by fiscal year for each of the following broad categories of projects:

- State Highway Program
- Intercity Rail and Grade Separations
- Federal Transportation Enhancement (TE) Program

2. New Funds Target - The New Funds Target is the funds available for new programming in the 2006 STIP. The FE provided two figures, one for TE and the other for non-TE programming. For the state highway program and TE programs, new funds are generally available in FY 2010-11. For the ITIP, the new funds fair share target is \$236 million for non-TE and \$29 million for TE.

The overall New Funds Target totals to \$265 million (\$236 + \$29) for new programming. By comparison, this ITIP is proposing a total of \$275 million of new programming. This results in \$10 million above the ITIP target (commonly called an advance). Of the \$275 million, about \$44 million is needed to address known and anticipated supplemental funds to previously allocated projects. It is important to note that in order for the Commission to program the ITIP in excess of the ITIP New Funds Target, a similar amount will be required to be collectively under-programmed in the regional RTIPs. Table 1 summarizes the distribution of new funds among major categories of programming in the ITIP.

**Table 1**

ITIP New Funds	(\$ millions)
Cost Increases to Existing Projects	270
Deleted Programming	-68
New Highway Projects	26
New Transportation Enhancements Projects	13
New Intercity Rail Projects	34
<b>Total New ITIP</b>	<b>\$275</b>

As noted in Table 1, the main emphasis of programming is for cost increases to existing projects. As a result of severely constrained funding targets and significant cost increases, the basic strategy of this ITIP is to:

1. Maintain current project delivery schedules in anticipation of potential additional revenues for state or partnership funding; and
2. Keep project components (especially construction components) fully funded. The majority of cost increases identified in Table 1 are due to recent spikes in material construction and real estate costs.

With exception to a small one-time three percent adjustment for escalation to about half of the ITIP program, most project budgets have been locked into their 2002 STIP amounts. With recent cost increases in basic commodities (concrete, steel, petroleum), most projects became significantly under programmed. The ITIP commits an amount beyond the programming New Funds Target to fund cost increases and little opportunity remains for new programming beyond the statutory minimums.

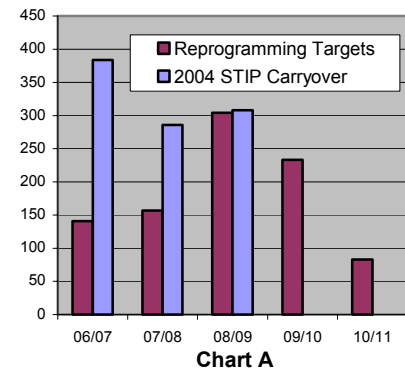
Every effort was made during development of this ITIP to coordinate with the affected regional agency on joint RIP/IIP funded projects to assure coordinated programs. It is the expectation of the Department for regions to program their share of cost increases on joint RIP/IIP projects.

A discussion of the issues, constraints, and outcomes of the three broad categories of projects follow.

### **State Highway Program**

Funding from the portion of the Proposition 42 transfers are deposited into the TIF, which is eligible for state highway projects. Irrespective of the fact that most ITIP projects are ineligible for PTA funds, the Department intends to maintain commitment to these highway projects. Most of the state highway projects in the ITIP have been under way for many years, are of significant regional and statewide interest, and should be constructed.

Chart A graphically illustrates the job for 2006. The value of the 2004 STIP carryover and Reprogramming Targets are equal. Revised financial forecasts and a commitment to fund the SHOPP found fewer resources in FY 2006-07 and 2007-08 for ITIP projects than had been assumed in the 2004 Fund Estimate, necessitating a substantial shift of projects to later years.

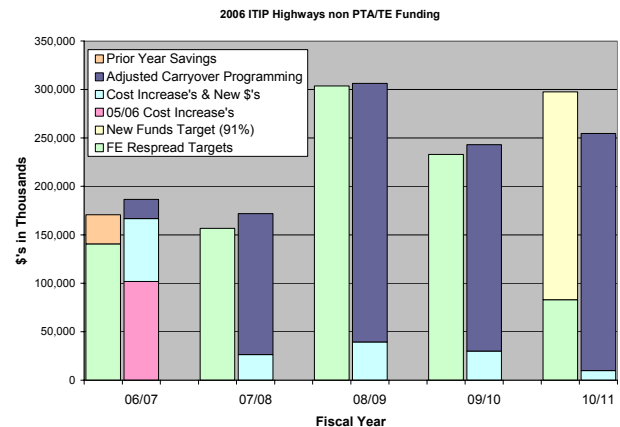


In addition, several other factors contributed to a more aggressive deferral of projects to the later years of the STIP. Most notably are cost increases to projects that were previously allocated but not yet awarded. While the Fund Estimate accounted for projects programmed in FY 2005-06, it only accounted for their base programmed amounts. Any additional funding needed to cover cost increases must come from FY 2006-07. Known and anticipated increases to FY 2005-06 ITIP portion of the STIP amount to about \$102 million. This includes projects that have obtained, or are expected to obtain, supplemental funds to award (about \$44 million) plus additional funding needed for the remaining unallocated FY 2005-06 program (about \$58 million). These amounts are illustrated by the pink colored bar in Chart B.

Another significant factor for the ITIP is overruns for project support and right of way from prior years. Some of these additional costs can be attributed to work and re-work done to bring projects to delivered status multiple times only to see them shelved due to

lack of funding. The total for this work amounts to about \$68 million. This is illustrated in Chart B by the light blue bar in FY 2006-07. The net effect for FY 2006-07 is that all programming capacity is needed to address immediate or past increases to project components. As a consequence, not a single state highway ITIP project is programmed for construction in FY 2006-07.

Chart B graphically illustrates the effect of increases upon the state highway program by comparing the available budget (light green bars) to the combined amounts of carryover programming and associated increases for a given fiscal year. In order to fund a project increase, another project must slip out to a later fiscal year. Overall, increases alone to ITIP funded components consume an extraordinary share of new STIP programming capacity simply to maintain the current inventory of projects.



**Chart B**

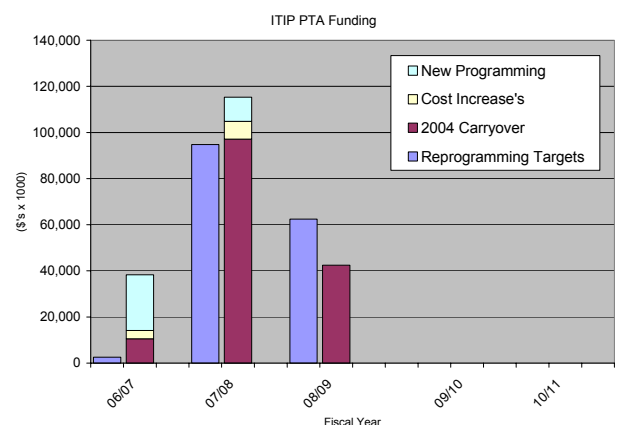
This ITIP is proposing two new projects for funding totaling \$26 million. Discussions of the projects follow:

**Los Angeles 710 - I-710 Expansion (South)** – This new project is programmed for \$5 million ITIP for PA&ED. Overall cost of the component is estimated at \$30 million. Los Angeles County Metropolitan Transportation Authority, Southern California Association of Governments, Gateway Council of Governments, Port of Los Angeles, and Port of Long Beach will be funding the difference with local and regional funding.

**Riverside 60/215 - East Junction 60/215 Interchange Connector** – This new project is actually being funded with \$21 million of ITIP funds that were previously programmed as AB 3090 replacement projects, and a Right of Way acquisition project that was completed with other funds. This project constructs two HOV connectors that link Route 60 and Route 215 HOV lanes at the east junction of the 60/215 interchange.

### Intercity Rail and Grade Separations

The PTA eligible portion of the ITIP, namely the intercity rail program and selected grade separation projects, faces brighter prospects than the State Highway Program. The STIP Fund Estimate re-programming targets for the PTA funded program did not demand any rescheduling of the projects. In fact, the Commission encourages advancement of programming where project delivery allows. Chart C illustrates the funding picture for the ITIP PTA eligible program.



**Chart C**

This ITIP proposes seven new intercity rail projects valued at \$34.6 million, plus an additional \$6.3 million programming to fund cost increases on other intercity rail projects for a total of \$40.9 million new ITIP. After accounting for the removal of \$1.3 million from a project now being funded with local funds, net new ITIP for Intercity Rail is \$39.6 million. This calculated to about 13% of all new ITIP funding. State statutes require a minimum 9% of new ITIP be programmed on intercity rail and is described in detail in Appendix F.

Discussions of the projects follow:

**Oakland/Los Angeles Maintenance Facilities Security** - The Oakland/Los Angeles Maintenance Facilities Security project is necessary due to threat of potential terrorist activities centered around public transportation, especially rail service and is a national priority to be protected. The Oakland and Los Angeles maintenance facilities are considered likely targets for terrorists because of the potential to do severe damage with a single attack. To ensure mobility across the state, a well functioning and secure Intercity Rail System is needed.

**Capitalized Maintenance – Capitol Corridor, Pacific Surfliner & San Joaquin Corridor** - These state-supported passenger services use track capacity constructed and maintained by the host railroad. To ensure passenger services operate reliably and to minimize the impact on the host railroad, the State has funded capacity enhancement projects to offset the lost capacity to the host railroad. Although these capacity enhancement projects primarily benefit passenger rail services, they increase the inventory of track the railroads need to maintain. Current funding is not sufficient to maintain the tracks to the higher passenger train speeds. To address this, a higher level of track maintenance is needed.

**San Diego County - Solana Beach Parking Structure** - The Solana Beach Parking project is part of a multi-million dollar mixed-use development project including transit, residential, commercial, and non-profit use. It will enhance the Solana Beach Transit Station and incorporate regional and local transit, housing, retail, restaurants, commercial, and office space. This project is an excellent example of smart growth development and signifies a good public/private investment opportunity.

**Los Angeles County - Rosecrans/Marquardt Triple Track and Grade Separation** - The Rosecrans/Marquardt triple track and grade separation project is part of a comprehensive \$350 million project which will construct 15 miles of third main track and a grade crossing at the Rosecrans/Marquardt intersection. In addition to being a critical north-south route for passenger rail services, it is also a major east-west route that provides goods movement capacity from the Ports of Los Angeles and Long Beach to the midwestern and eastern United States.





**Alameda/Santa Clara Counties - San Jose to Oakland Capacity Improvements** - The San Jose - Oakland Capacity Improvements project is crucial to the Capitol Corridor Joint Powers Authority's plan to increase round trips between San Jose and Oakland from four to seven or more. This service increase will promote a substantial gain in ridership and revenue as well as address the unmet needs of the traveling public along the Capital Corridor.

**Stockton Altamont Commuter Express (ACE) Northwest Track Connection** - The Stockton ACE Northwest Track connection project improves scheduling and flexibility on Amtrak's San Joaquin service from Stockton to Oakland. This new station eliminates existing bus transfers and connections while accommodating additional San Joaquin rail service capacity currently not being utilized.

**Ventura County - Santa Paula Branch Line** - The Santa Paula Branch line Improvements project improves and upgrades existing rail lines on the Santa Paula Branch line which is owned by Ventura County Transportation Commission. It is part of a larger project connecting with Metrolink at various locations in Los Angeles County. This project will improve ride quality, safety and reduce travel time on the rail line for both future passenger and existing freight services.

### **Federal Transportation Enhancement Program**

The adopted Commission's 2004 STIP Guidelines directed all Federal TE funds into the STIP. During the 2004 STIP cycle, the Department had the opportunity to program TE projects into the ITIP. The Department programmed approximately \$85 million in TE projects over the five years of the 2004 STIP. In preparation of programming new TE projects in the 2006 STIP cycle, the Department developed Interregional Transportation Improvement Program Transportation Enhancement Programming Guidelines to clarify the process that project proposals go through to determine ITIP TE eligibility and prioritization of the eligible proposals for new ITIP TE funding. TE applications were received for eligibility determination to ensure Federal eligibility was maintained. After the eligible proposals are identified, the TE Ranking Committee completed a prioritization of the eligible proposals. The Ranking Committee placed each TE project proposal into one of five TE categories. The proposals were prioritized by statewide significance in each of the categories. The proposals were then prioritized by relative value in each TE category. The outcome was a listing of ITIP TE proposals that meet the Programming Guideline criteria with the best project proposals at the top of the list.

For the 2006 STIP cycle, the districts submitted approximately 90 new eligible ITIP TE proposals totaling over \$110 million. In addition, there are currently 38 existing ITIP TE projects programmed for approximately \$41 million. The Fund Estimate targets indicate that an additional \$29 million is available for ITIP TE projects. A significant number of existing TE projects had cost increases. To conform to the Commission's STIP Guidelines, the cost increases to existing projects were taken into account. Accounting for the cost increases, nine new ITIP TE projects totaling approximately \$13 million are

being proposed for new programming. With the addition of the new proposals, the ITIP TE program will have 47 projects for approximately \$67 million.

This ITIP is proposing nine new TE projects for funding totaling \$12,633,000. Discussions of the projects follow:

**Placer 89 - Alice Richardson Water Pollution Abatement** – This project will provide storm water pollution control with porous paved parking, landscaping with native vegetation and public access control fencing. It will also provide a scenic viewing area.

**San Francisco - Healthy Transportation Network** – The Healthy Transportation Network is a continuation of the current project “Transportation for Livable Communities Resource Center”. The network will use various methods to provide pedestrian and bicycle safety educational materials and technical assistance to residents, traffic engineers, planners, developers, public works departments, law enforcement, fire and emergency services, public health departments and local government. Presentations, training and workshops will be given to communities statewide through regional training meetings, dissemination of resource documents and via website. This project is partnered with the California Department of Health Services.

**Marin/Sonoma 101 - Mission Bell Installation** – This project will fabricate and install approximately 40 Mission Bell markers to complete demarcation of the historic El Camino Real through Marin and Sonoma Counties.

**Nevada 80 - Donner Memorial State Park Museum** – This project includes design and construction of a museum, parking, site access, trails and exhibitions portraying the transportation of the area, including the Donner Party, the Chinese and the construction of the transcontinental railroad and the building of the interstate.

**San Luis Obispo 46 - Retaining Walls** – This project is enhancements to an existing ITIP project to construct retaining walls, slope reinforcement and modified wingwalls in the Route 46 corridor to protect existing oak trees and woodlands, and to help preserve the scenic view shed of the route.

**San Luis Obispo 1 - Estero Bluffs Pullouts** – This project will provide informal parking areas at pullouts, connectivity to the coastal trails, define park access points, interpretative site amenities, re-contoured slopes, exotic plant removal and native plant restoration.

**Los Angeles 5 - Aesthetic Improvements (Pioneer and Valley View)** – This is an enhancement to an existing ITIP project and will add enhancements to new bridges, retaining walls, concrete barriers, fences, lighting and landscape planting.



**Lake 20 - Bloody Island Interpretive Center** – This project will provide parking, shelters, outdoor picnic areas, interpretive and directional signage that inform travelers they are on or near historic lands and lands sovereign to the Pomo Tribe.

**Various - Collision Abatement Program** – This project will provide pedestrian and bicycle outreach program with an emphasis where highways are main streets by producing TV and radio commercials to educate the public about rural highways, merging tips, at grade intersections.

Transportation Enhancement Projects (\$'s x 1000)						
CO	PPNO	RTE	Project	Comments	Other Funding	Total ITIP
HUM	0301	283	Eel River Bridge Decorative Lighting	On Schedule, no delay		148
HUM	1027	169	Mareep Creek Wildlife Crossing	Delete, final expenditures		23
MEN	4108	1	Pacific Coast Bike Route	On Schedule, no delay		1,231
VAR	4106		Archaeological Inventory (Dist. 1)	On Schedule, no delay		1,280
SIS	3198		Mt. Shasta Discovery Center	Delay Con from FY 2006/07 to 2007/08	Local	1,133
ED	3457	89	Tree Planting	On Schedule, no delay		710
PLA	5705	267	Tree Planting	On Schedule, no delay		710
SAC	6210	50	Tree Planting	On Schedule, no delay		710
SIE	8003	89	Wildlife Crossing	On Schedule, no delay		822
YOL	8557	5	Tree Planting	On Schedule, no delay		710
MRN	1069	1	Wildlife Crossing	Delay Con from FY 2006/07 to 2007/08		1,035
SCL	1062	152	Runoff Pollution Control	Delay Con from FY 2006/07 to 2007/08		821
SON	0789E	101	Sonoma 101 at College Avenue and 6th St. Improvements	Support Only	RIP	1,000
SB	1809		Goleta Amtrak Station Enhancements	On Schedule, no delay	Local	710
FRE	1477	41	Tree Planting	Delay Con from FY 2008/09 to 2009/10		1,533
KER	0453	395	Archeological Inventory	On Schedule, no delay		260
KER	3548	99	Tree Planting	On Schedule, no delay		680
TUL	6231	63	Pedestrian Facility	On Schedule, no delay		1,041
LA	2808A	5	Aesthetic Enhancements (Carmenita)	On Schedule, no delay		3,880
LA	3546	110	Aesthetic Enhancements	Delay Con from FY 2006/07 to 2007/08		4,342
LA	3547	5	Landscape and Aesthetic Enhancements	Delay Con from FY 2008/09 to 2009/10		2,295
LA	3548	10	Landscape and Aesthetic Enhancements	On Schedule, no delay		1,690
LA	3550	110	Aesthetic Enhancements	Delay Con from FY 2007/08 to 2008/09		2,226
VEN	3552	118	Wildlife Corridor Enhancements	On Schedule, no delay		450
RIV	0072G	91	Green River Road Landscape Enhancement	On Schedule, no delay		1,200
SBD	0175N	15	Landscape Enhancement	Delay Con from FY 2007/08 to 2008/09		2,446
SBD	0176D	15	Desert Managers Group Visitor Center	Delay Con from FY 2006/07 to 2007/08		1,671
SBD	0180F	18	Rural Gateway Beautification and Modernization	Delay Con from FY 2007/08 to 2008/09		2,265
SBD	0234P	71	Tree Planting	On Schedule, no delay		1,505
INY	0454	395	Independence Historic Lighting	On Schedule, no delay	RIP	263
MNO	0455	395	Sonora Wildlife Crossing	Increase Scope & Delay Con from FY 2007/08 to 2008/09	Local	3,513



Transportation Enhancement Projects (Continued)						
(\$'s x 1000)						
CO	PPNO	RTE	Project	Comments	Other Funding	Total ITIP
MER	0002	99	Tree Planting	On Schedule, no delay		1,027
SJ	0001	205	Tree Planting	On Schedule, no delay		1,675
STA	0003	99	Tree Planting	On Schedule, no delay		1,313
TUO	0004	108	Route 108 Bicycle Facility	Delay Con from FY 2006/07 to 2007/08		1,982
SD	0867	163	Balboa Park Historic Landscape Preservation	Delay Con from FY 2007/08 to 2008/09		3,611
SD	0990		Caltrans Historic Building/Transportation Museum	On Schedule, no delay		950
ORA	2592	5	Scenic Enhancements	On Schedule, no delay		1,766
PLA	5282	89	Alice Richardson Water Pollution Abatement	New TE Project		605
SF		VAR	Healthy Transportation Network	New TE Project		885
VAR	0338G	VAR	Mission Bell Installation (Dist. 4)	New TE Project		236
NEV			Donner Memorial State Park Museum	New TE Project		2,586
SLO	0226B	46	Route 46 Retaining Walls	New TE Project		1,050
SLO	1845	1	Estero Bluffs Pullouts	New TE Project		1,818
LA	2808	5	Route 5 Aesthetic Improvements (Pioneer & Valley View)	New TE Project		4,800
LAK	4421	20	Bloody Island Interpretive Center	New TE Project		317
VAR	3041	VAR	Collision Abatement Program (Dist. 4)	New TE Project		336
					<b>Total</b>	<b>\$67,260</b>

### Projects To Be Dropped From The ITIP

Twelve ITIP projects, or project components, are proposed for removal from the ITIP. In most cases, the work was a study that is complete or a project that needs further scoping.

Projects To Be Dropped From The ITIP Upon Adoption (\$'s x 1000)				
CO	RTE	PPNO	Project	Savings
HUM	169	1027	Mareep Creek Wildlife Crossing <i>Project Development team determined project is not feasible; project report documents these findings.</i>	772
LA		2023A	AB 3090 Replacement Project <i>Funding reprogrammed to the Southern California Regional Rail Authority (SCRRA) Cab Car and Locomotive Purchase project.</i>	5,000
LA	710	2019	Atlantic Blvd. Interchange <i>Unexpended funding shifted to other priorities.</i>	6,358
RIV		0116C	AB 3090 Replacement Project <i>Funding proposed for programming to the new East Junction 60/215 IC Connector project.</i>	10,062
RIV		0072H	AB 3090 Replacement Project <i>Funding proposed for programming to the new East Junction 60/215 IC Connector project.</i>	5,421
RIV	VAR	0021L	Western Riverside MSHCP <i>Project completed with Local funds. Funding proposed for programming to the new East Junction 60/215 IC Connector.</i>	5,250
SF	1	0619A	Doyle Drive Replacement <i>State contribution met with SHOPP funding.</i>	28,000
SM	1	0626	Devils Slide Bypass <i>STIP funds not needed. Project is fully funded with federal emergency relief funds.</i>	750
SOL		6045L	Bahia Viaduct Track Upgrade <i>Capital Corridor Joint Powers Authority (CCJPA) to complete this project with Regional Measure 2 funds.</i>	1,060
STA	132	7855	SR-132 West Widening <i>Funding shifted to other priorities.</i>	517
VAR		2017	Statewide Development of Carsharing <i>Funding shifted to other priorities.</i>	3,600
YUB	65	A0362A	Third River Bridge <i>In conjunction with regional agencies, unexpended funding shifted to higher priority corridor projects.</i>	1,288

### Future Funding Needs

This ITIP includes 41 projects programmed for support only, or support only and right of way funding, with a total future construction need of about \$5.6 billion. Many of these projects are planned to be joint funded with IIP, RIP and other funds. Eighteen projects below are identified within the Governor's Strategic Growth Plan and are slated to be funded in part with proposed bond funds. It is the Department's intent to consider these projects as a top priority for programming of new funding in future STIP cycles. Due to the large funding needs, many of these projects will require several STIP programming cycles to fund and complete.

Future Funding Needs for ITIP Projects (\$'s x 1000)						
CO	RTE	PM	PPNO	Project	Future Needs	Proposed G.O. Bond
ALA	680			Sunol Grade (Northbound)	70,000	
ALA	24	0.0/6.2	0057A	Route 24/Caldecott Tunnel Corridor	140,000	140,000
FRE	41	0.0/7.1	1350	County Line Expressway	41,000	
KER	14	45.9/62.3	8042	Freeman Gulch Widening	97,000	
KER	395	14.8/23.0	8539	Inyokern 4 Lane	69,000	
KER	46			Route 46 Expressway (Segment 3)	83,000	
KIN/TUL	198	T21.5/T28.3	A4360B	Route 198 Expressway, Route 43 to Route 99	47,000	
LA	138	51/64	3328	Widen to 4 lanes	80,800	
LAK	29	23.9/31.6	0122C	Diener Drive to North Rte. 175 Upgrade Expressway	74,000	
MEN	101	8.8/17.6	0133J	Hopland Bypass	275,000	50,000
MEN	101	43.5/51.3	0125F	Willits Bypass	130,000	130,000
MER	152	16.0/24.8	5707	Los Banos Bypass	386,000	
MER	99	0.0/4.2	5401	Freeway Upgrade & Plainsburg Road I/C	81,230	*
MER	99	4.2/11.0	5414	Arboleda Road Freeway	102,785	*
MNO	395	117.9/119.4	0241	Highpoint Curve Corrections	22,000	
MON	1	100.4/R101.5	0032G	Salinas Road Interchange	35,000	
MON	101	100.0/101.3	0058E	San Juan Road Interchange	31,000	
MON	101	84.6/86.6	0318	Airport Boulevard Overcrossing (Phase 1)	82,000	
MON	156	R1.8/T4.8	0057C	Route 156 West Corridor	72,000	65,000
MRN/SON	101	R18.3/27.7	A0360F	US 101 Novato Narrows Freeway Upgrade	260,000	
NAP	12			Jamison Canyon	260,000	
SAC	50	2.1/7.0	6199C	Bus/Carpool lanes & Community Enhancements	190,000	90,000
IMP	78	L7.2/L15.7	0021	Brawley Bypass Stage 3	51,000	51,000
SD	11	0.0/2.7	1000	State Route 11	252,000	
SB/SLO	101	90.4/90.9	B4459	Santa Maria River Bridge Widening (part 2 of 2)	52,000	
SBD	395	R4.0/48.0	0260B	US-395 Widening	1,154,000	
SBD	58	R0.0/R12.9	0215C	Construct 4-lane expressway (Kramer Junction)	144,000	144,000
SBD	58	T21.8/31.0	0217F	Widen to 4-lane expressway (Hinkley)	117,000	97,000
SBT	156	3.3/7.7	0297	San Juan Bautista 4-lane expressway	60,000	60,000
SF	101	8.3/9.4	0619A	Doyle Drive Replacement	458,000	330,000
SHA	299	0.0/R7.4	0166A	Buckhorn Grade - Environmental Only	146,000	146,000



Future Funding Needs for ITIP Projects (Continued)						
(\$'s x 1000)						
CO	RTE	PM	PPNO	Project	Future Needs	Proposed Bond Funds
SHA	44	0.6/1.6	6650	Redding Auxiliary Lane & Bridge Widening	22,900	22,900
SHA	44	R3.6/R7.0	0137	Stillwater	18,000	
SJ	99	15.0/18.6	7668	Route 99 Widening in South Stockton	131,800	*
SLO	101	13.2/21.5	4856A	SLO Operational Improvements (#1,2 & 5)	8,000	
SLO	46	41.2/50.2	0226D	Route 46 Corridor Improvements (Whitley 2)	33,850	25,000
TUL	99	30.6/41.3	6400	Tagus Ranch 6-lane freeway	104,000	*
TUL	99	41.3/R53.9	6480	Goshen/Kingsburg 6-lane	138,000	*
TUO	108	R4.0/R6.0	0021B	E. Sonora Bypass Stage II	33,000	
VEN	101	39.8/41.8	2303	La Conchita & Mussel Shoals Op. Imp.	44,000	
YOL	50	0.3/2.0	0332D	Harbor Boulevard Project	23,000	
<b>Total</b>					<b>5,619,365</b>	

\* \$1 billion designated for Route 99 Corridor Enhancement Master Plan. The specific projects are to be determined later.

## Appendix A – ITIP Projects - Mapped by System and Location Focus Routes



### Focus Route Project List (\$'s x 1000)

CO	PPNO	RTE	Project	Comments on ITIP Funds	Other Funding	ITIP
BUT	A0364A	70	Marysville Bypass (Stage 1)	Support only	RIP	3,000
BUT	2262	70	Ophier Road - Phase 1	Delay from FY 2007/08 to FY 2008/09	RIP, Demo	12,037
FRE	1350	41	County Line Expressway	Support and RW only		11,080
FRE	1530Y	99	Route 99 Replacement Planting	Delay from FY 2007/08 to FY 2009/10		1,499
IMP	0051Y	7	Route 7 Landscape Mitigation	Delay from FY 2006/07 to FY 2007/08	RIP	291
IMP	0021F	78	Brawley Bypass – Stage 2	Delay from FY 2006/07 to FY 2008/09	RIP, TEA-LU Demo	48,075
IMP	0021G	78	Brawley Bypass – Stage 3	Delay from FY 2006/07 to FY 2007/08	TEA-LU Demo, GoCA Bond (\$51 mil)	6,179
INY	0191	395	Independence 4-lane expressway	Con in FY 2008/09	RIP	11,063
INY	0191A	395	Independence Arch. Pre-Mitigation	Con in FY 2007/08	RIP	320
INY	0172	395	Manzanar 4-lane expressway	Delay from FY 2007/08 to FY 2008/09		24,561
INY	0172A	395	Manzanar Arch. Pre-Mitigation	Con in FY 2007/08		800
KER	8042	14	Inyokern Rd. to Rte. 178 4-lane (Freeman Gulch)	Support only	RIP	1,520
KER	3386	46	Route 46 Expressway Corridor (Segment 1)	Con in FY 2008/09	RIP, TCRP, TEA-LU Demo	8,540
KER	3380A	46	Route 46 Expressway Corridor (Segment 2)	RW and Support only	RIP, TCRP, TEA-LU Demo	1,365
KER	3386A	46	Route 46 Expressway Corridor (Segment 3)	RW and Support only	RIP, TCRP, TEA-LU Demo	4,925
KER	8539	395	Inyokern Four Lane	Support only	RIP, TCRP, TEA-LU Demo	800
KIN	A4360B	198	Route 198 Expressway, Rte. 43 to Rte. 99	Support only	RIP, TCRP, TEA-LU Demo	1,100
LA	2789	101	Van Nuys - Van Nuys Blvd. Off-Ramps	Delay from FY 2008/09 to FY 2009/10	TEA-21 Demo	9,009
LAK	0122C	29	Diener Dr. to North Rte. 175 Upgrade Expressway	Support only	RIP, TEA-LU Demo	5,725
LAS	3048	36	Susanville Town Hill	Delay from FY 2007/08 to FY 2008/09	RIP	2,694
MAD	5410	99	Fairmead Interchange & 6-lane Freeway	FY 2005/06 Reschedule		64,258
MEN	0133J	101	Hopland Bypass	Support only		7,200
MEN	0125F	101	Willits Bypass	Delay from FY 2008/09 to FY 2010/11	RIP, TEA-LU Demo, GoCA Bond (\$130 mil)	110,869
MER	0528Y	99	Mission Avenue Interchange Landscape	Delay from FY 2008/09 to FY 2009/10		4,032
MER	0546Y	99	Livingston Stage 2 Freeway Landscape	Delay from FY 2008/09 to FY 2009/10		780
MER	5401	99	Freeway Upgrade & Plainsburg Road I/C	Support only	RIP, TCRP	5,720
MER	5414	99	Arboleda Road Freeway	Support only	RIP, TCRP	30,787
MER	5479	99	Atwater Freeway	Delay from FY 2006/07 to FY 2007/08		63,765
MER	5707	152	Los Banos Bypass	Support only	RIP	2,500
MNO	0241	395	Highpoint Curve Corrections	Support only	RIP	525
MON	0058E	101	San Juan Road Interchange	Support only		4,300
MON	0318	101	Airport Boulevard Overcrossing	Support only	RIP, TEA-21 and TEA-LU Demo	98
MON	0058G	101	Prunedale Improvement Project	Delay from FY 2008/09 to FY 2009/10	RIP, TEA-21 and TEA-LU Demo	122,182
MON	0057C	156	Route 156 West Corridor	Support only		6,007
MRN	A0360F	101	Novato Narrows Freeway Upgrade – PA&ED Only	Support only	RIP, TEA-LU Demo	14,100
NEV	4107	49	Lime Kiln to Grass Valley Widening	Delay from FY 2008/09 to 2009/10	RIP	9,166
SB	B4459	101	Santa Maria River Bridge Widening (part 2 of 2)	Support only	RIP	430
SBD	0215C	58	Construct 4-lane Expressway (Kramer Junction)	RW delay from FY 2006/07 to FY 2008/09		24,371
SBD	0217F	58	Realign and widen to 4 lane expressway (Hinkley)	RW delay from FY 2006/07 to FY 2007/08		15,007
SBD	0260B	395	US-395 Widening (PA&ED Only)	Support only	RIP	4,000
SBT	0297	156	San Juan Bautista 4-lane expressway	Support only		16,642
SCL	0468F	101	US 101 Landscaping	Delay from FY 2008/09 to FY 2010/11	RIP	1,524
SCL	0070	152/156	SR-152/SR-156 Interchange Improvements	FY 2005/06 Reschedule	RIP, RSTP, TEA-LU Demo	5,310
SCL	0486G	152	Truck Climbing Lanes	FY 2005/06 Reschedule	RIP, TEA-LU Demo, TEA-21 Demo	2,200





**Focus Route Project List (Continued)**  
(\$'s x 1000)

CO	PPNO	RTE	Project	Comments on ITIP Funds	Other Funding	ITIP
SD	0374K	905	New Route 905 Freeway - Otay Mesa	Con in FY 2005/06	RIP, RSTP, TCRP, Demo, Local	139,822
SF	0619A	101	Doyle Drive Replacement	Support only	RIP, TCRP, TEA-LU Demo, Local	28,000
SHA	0137	44	Stillwater	Support only	RIP, TEA-LU Demo	440
SHA	A0166A	299	Buckhorn Grade - Environmental Only	Support only	RIP, TEA-LU Demo	5,088
SHA	6650	44	Redding Auxiliary Lane & Bridge Widening	Delay from FY 2007/08 to FY 2009/10	RIP, GoCA Bond (\$22.9 mil)	15,029
SHA	3116	44	Liberty to I-5 aux. lane and bridge widen	Delay from FY 2007/08 to FY 2009/10	RIP	2,936
SJ	7668	99	Route 99 Widening in South Stockton	Support only	RIP	1,558
SLO	0452	41	Cottonwood Truck Climbing Lane	FY 2005/06 Reschedule.	RIP	4,294
SLO	0226A	46	Rte. 46 Corridor - PA&ED Only	Support only.	RIP	6,900
SLO	0226B	46	Rte. 46 Corridor (Union)	Support only. Con funded with TEA-LU Demo	RIP, TEA-LU Demo	4,300
SLO	0226C	46	Rte. 46 Corridor (Whitley - Segment 1)	Delay from FY 2007/08 to FY 2009/10	RIP	36,600
SLO	0226D	46	Rte. 46 Corridor (Whitley - Segment 2)	Support only	RIP, TEA-LU Demo	4,500
SLO	4856	101	SLO Operational Improvements - 2 locations	Support only	RIP	704
SLO	4856A	101	SLO Operational Improvements - (#1,2 & 5)	Support only	RIP	1,021
SLO	A4459	101	Santa Maria River Bridge Widening (part 1 of 2)	Support only	RIP	710
SM	0700B	101	US 101 Auxiliary Lanes	FY 2005/06 Reschedule	RIP	15,963
SON	B0360F	101	Novato Narrows Freeway Upgrade - PAED Only	Support only	RIP, TEA-21 and TEA-LU Demo	2,500
SON	0770B	101	SON 101- Auxiliary Lane	FY 2005/06 Reschedule	RIP	5,000
SUT	0289B	70	Sutter/Yuba Route 70 Corridor Project	Delay from FY 2006/07 to FY 2007/08	RIP	131,599
SUT	8361A	99	Sutter Rte. 99 Corridor Project	FY 2005/06 Reschedule.	RIP, Demo	13,152
SUT	8362A	99	Sutter Rte. 99 Corridor - Widen to 4 Lanes With a Median	Delay from FY 2006/07 to FY 2008/09	RIP, Demo	35,298
TRI	3104	299	Sand House Curve	Support only	RIP	3,473
TUL	6480	99	Goshen/Kingsburg 6-Lane	Support only	TEA-LU Demo	2,202
TUL	6400	99	Tagus Ranch 6-lane freeway	Support only		1,600
TUL	B4360B	198	Route 198 Expressway, Rte. 43 to Rte. 99	Support only	RIP	500
VEN	2303	101	La Conchita & Mussel Shoals Op. Imp.	Support only	CMAQ	3,300
YUB	9725B	70	Algedon Road Interchange	Delay from FY2006/07 to FY 2009/10	RIP	5,570

**Focus Route Projects - No Longer in the ITIP**

CO	PPNO	RTE	Project	Comments
BUT	0016W	149	Hwy 149 4 Lane Expressway	Voted in July 2005
FRE	1530	99	Kingsburg to Selma 6-lane freeway	Voted in July 2005
KER	8010	14	North Mojave four lanes	Voted in September 2005
KER	0258B	58	Rehabilitation/Relinquishment of Rte 58	Voted in August 2005
MER	0546D	99	Livingston Stage II Freeway	Voted in July 2005
MER	0528D	99	Mission Ave Interchange/Freeway	Voted in July 2005
SB	4460	101	Santa Maria 6-Lane	Voted in July 2005
SON	0789A	101	Son 101 HOV Lanes -Rte 12 to Steele Lane	Voted in July 2005
SUT	8366	99	Sutter Rte 99 Corridor - Environmental Only	Combined with PPNO 8362A
TRI	320	299	Rocky Point	Voted in July 2005



**2006 ITIP  
Focus Routes  
International Access Routes (SR 7/111/78/86/905)**



These routes serve the critical Mexico – California International and North American Free Trade Agreement (NAFTA) Gateway and are important corridors for both connectivity and movement of freight by large (5 axle) trucks and for interregional movement of people. The routes are both “Focus Routes” for interregional mobility and are additionally included in the Global Gateways Development Program due to their importance for freight. Four routes (SR 7, 111, 78 and 86) serve Imperial County. The County has the State’s highest unemployment rate, percent of families below the poverty level, and overall inadequate transportation infrastructure for north-south travel. The El Centro area, on SR 86, became urbanized in 2000 and the County is expected to add 350,000 more people by 2040. Completion of these routes to four-lane expressway standards, with construction of the Brawley Bypass, provides the County with a strong interregional state highway system as a basis for economic development, jobs creation and housing, and a higher quality of life. Completion of the 905 freeway in San Diego will strengthen the State’s infrastructure for freight movement between Mexico and California, California’s largest trading partner and the nations second.

### **Projects:**

**0374K SD 905 New Route 905 - Otay Mesa - Construct Six-Lane Freeway**

Provide access to a new truck portal to ease cross-border traffic congestion and significantly improve movement of goods between Mexico and the U.S.

**0021F/0021G IMP 78 Brawley Bypass - Route 86 to Route 111 – Construct Four-Lane Expressway (Stage 2 and Stage 3)**

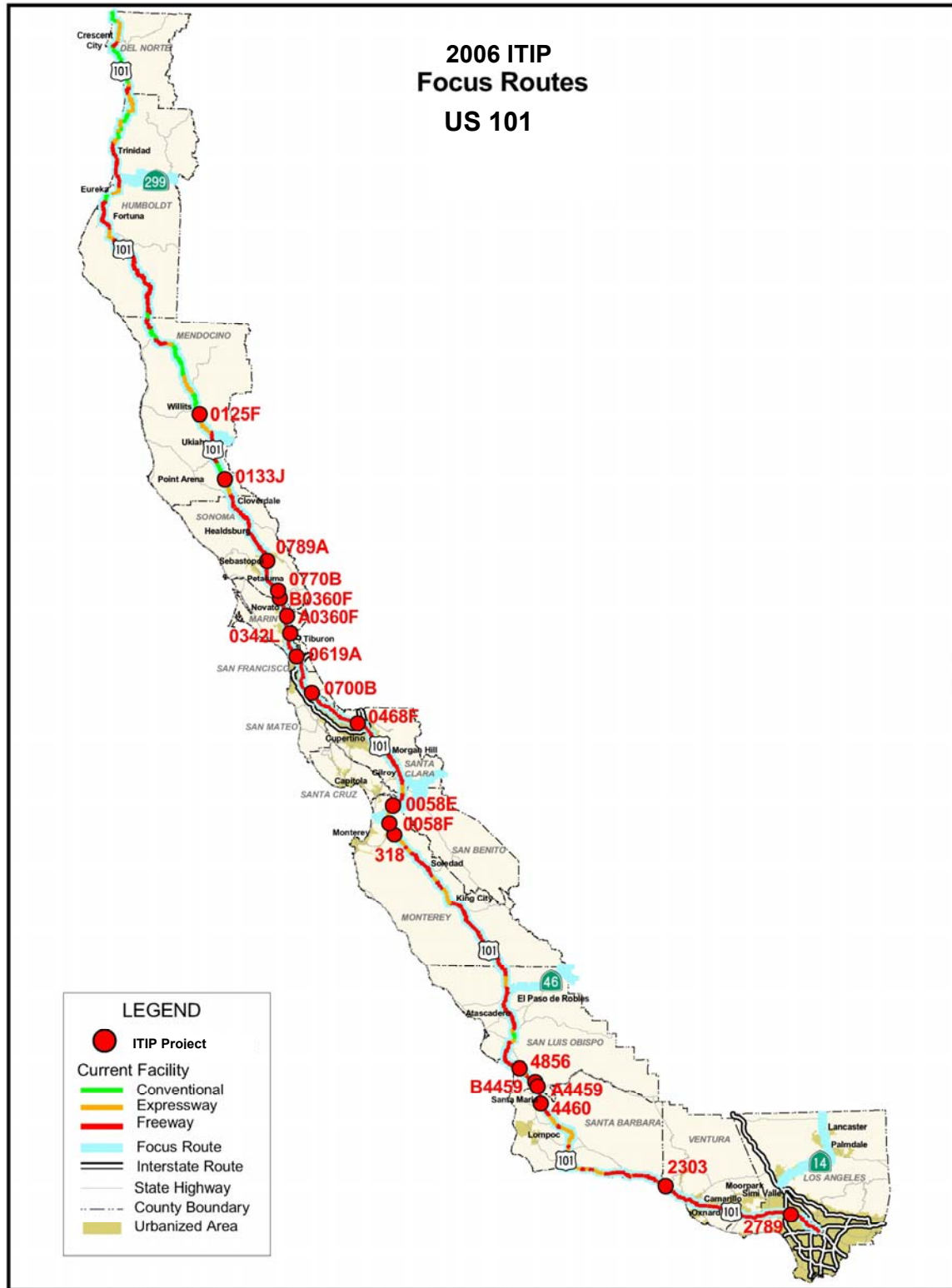
Construct a four-lane expressway bypass and interchange around the City of Brawley to accommodate increased regional and international traffic due to NAFTA and provide continuity between the international border with Mexico and Riverside County.

**0051Y IMP 7 Landscape Mitigation**

Provide the necessary highway planting to mitigate the visual impact of the roadway project.



## Focus Routes US 101



## **Interregional Importance and Route Concept**

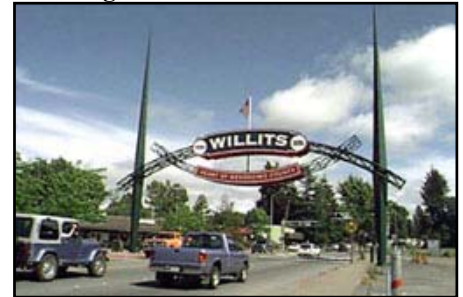
US 101 is a vital interregional route for people and goods movement, extending almost the length of California from Oregon into Los Angeles. It is a “Focus Route” for improvement to higher standard (mostly expressway and freeway with portions to remain improved conventional) in the twelve coastal counties. These counties are expected to add a total of 3.3 million people by 2040. US 101 is the primary route for north-south movement into and through 12 urbanized areas directly on its path. Two are new urbanized areas (Petaluma and Paso Robles) established with the 2000 census. The designation of additional urbanized areas is expected to continue along this critical route. The route provides connectivity to the State’s coastal recreation and tourism areas with the Golden Gate being the centerpiece for the “gateway” to California from the Pacific. It is a primary route for transport of agricultural and timber products in addition to other freight.

The Governor’s Strategic Growth Plan includes \$510 million in proposed General Obligation (G.O.) bonds for projects as noted below.

### **Projects:**

#### **0125F MEN 101 Willits Bypass - Construct a four-lane freeway and interchange**

Bypass project around the City of Willits is an important partnership effort with local agencies to provide an interregional transportation facility to reduce congestion and delays, improve safety, and enhance quality of life in the community. \$130 million in G.O. Bonds proposed for this project.



US 101 through Willits

#### **0133J MEN 101 Hopland Bypass - Construct a four-lane freeway and interchange**

Bypass project around the City of Hopland is an important partnering effort with local agencies to provide an interregional transportation facility to relieve congestion and reduce operational conflicts by separating local traffic. \$50 million in G.O. Bonds proposed for this project.

#### **0770B SON 101 SON 101- Auxiliary Lane**

Reduce traffic congestion resulting from merging and weaving conflicts and improve the overall freeway system performance in the vicinity of the Peninsula Avenue.

#### **A0360F/ B0360F MRN/SON 101 Novato Narrows Freeway Upgrade – PA&ED Only**

Upgrade the Novato Narrows (Sonoma & Marin Counties) segment to a six-lane freeway to increase capacity, reduce congestion, improve air quality, improve safety by eliminating at-grade crossings.



US 101 in Hopland

#### **0619A SF 101 Doyle Drive Replacement - Reconstruct and widen of Doyle Drive's structure**

Widening project on a major interregional route to improve safety and travel conditions for interregional people and goods movement and for visitors to the San Francisco, Marin, Sonoma and upper North Coast area. \$330 million in G.O. Bonds proposed for this project.



**0700B SM 101 US 101 Auxiliary Lanes**

Reduce congestion to benefit the large numbers of commuters as well as commercial traffic and goods movement on a segment of a major interregional route near the San Francisco International Airport.

**0468F SCL 101 US 101 Landscaping**

Provide the necessary highway planting to mitigate the visual impact of the roadway project.

**0058E MON 101 San Juan Road Interchange**

Replace an at-grade crossing with a full interchange to increase safety, improve operations, facilitate goods movement and recreational travel.

**0058G MON 101 Prunedale Improvement Project**

Improve safety, operation and travel conditions for local and interregional travel on US 101, a major north-south highway through Monterey County and between the San Jose Metropolitan Area and the Salinas Valley.

**0318 MON 101 Airport Boulevard Overcrossing (Phase 1)**

Reconstruct the Airport Boulevard interchange to improve connection, enhance safety, provide connection to the Salinas Airport, and facilitate the movement of local traffic and goods movement.

**4856 SLO 101 SLO Operational Improvements - Seven locations**

Improve interregional movement of people and goods on a major north-south interregional Focus Route traversing the length of California's coastal areas.

**4856A SLO 101 SLO Operational Improvements – (#1, 2 & 5)****B4459/A4459 SB/SLO 101 Santa Maria River Bridge Widening**

Relieve congestion, reduce delay, improve linkage between State Routes 135 and 166, enhance goods movement and provide improved bicycle/pedestrian facilities.

**2303 VEN 101 La Conchita & Mussel Shoals - Operational improvements and pedestrian separation**

Improve access between US 101 and a beach community in Ventura County and to improve the livability along one of the state's major north-south routes.

**2789 LA 101 Van Nuys - Van Nuys Blvd. Off-Ramps**

Reduce congestion at the 101/405 interchange, improve mobility and provide additional capacity for the anticipated projected traffic volumes.



US 101 at La Conchita, Ventura County

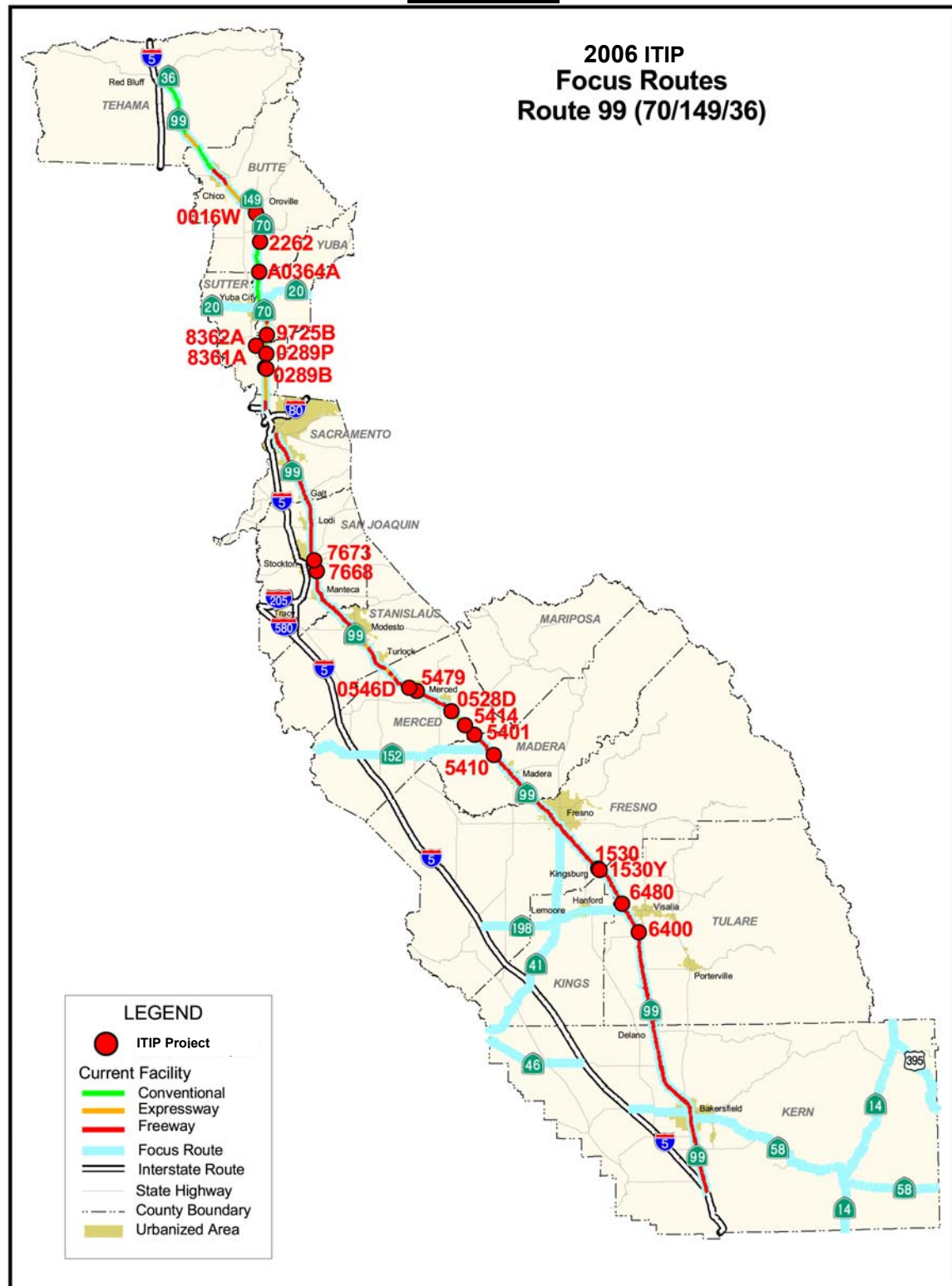
## Focus Routes

Route 99 (SR 70, 149, 36)



Route 99 in Fresno County

### Focus Routes



### **Interregional Importance and Route Concept**

State Route 99 is the primary north – south transportation corridor for the 11 urbanized areas and multiple small communities along its path in the 13 counties comprising the San Joaquin and Sacramento Valley. Additionally, it is a critical alternate route for the Sacramento and Stockton urbanized areas served by I-5. The route is not complete to freeway standards, with numerous expressway and conventional “gaps” and an overall lack of adequate capacity throughout. The route concept is a full freeway from its beginning in Kern County to just above Chico in Butte County with additional lanes in the existing freeway portions. Route 70 (from Route 99/70 junction in Sutter County, the Focus Route begin in Oroville in Butte County, then crossing on Route 149 to rejoin Route 99 corridor south of Chico). By 2040, an additional 5.2 million people are projected to live in the Valley counties. The pattern of expanding urbanization and designation of new urbanized areas with each federal census is expected to continue along the route path. Three new areas were designated in the 2000 census alone. Route 99 corridor is a critical route for both interregional travel to and through urbanized areas and for connectivity to other adjoining routes through the length of the Valley. The route has high volumes of truck freight movement overall with significant increases in the agricultural peak season. The route is increasingly becoming congested through the urbanized areas. Development of the route to freeway standards and improvement of interchanges is included in the Department’s report “Transportation for Economic Development” which is a vital tool to bring increased economic health and jobs to Valley counties.

The Route 99 Corridor Enhancement Master Plan is a guide to strengthen corridor and community identity, and to foster unity in landscape and structural aesthetics throughout the Route 99 Corridor in the San Joaquin Valley, from Bakersfield to Lodi. Additionally, the Master Plan identifies programmed and planned projects to improve safety and mobility and to address capacity needs.

The Governor’s Strategic Growth Plan for transportation is designed to reduce congestion below today’s levels while accommodating future transportation needs from growth in the population and the economy. The Governor’s Strategic Growth Plan includes approximately \$1 billion for the Route 99 Corridor Enhancement Master Plan projects and approximately \$77 million in the Sacramento Valley.



## **Projects:**

### **Sacramento Valley:**

**2262 BUT 70 Oroville Freeway Extension (Ophier Road - Stage 1) - Widen to four lanes and construct interchange**

Provide a major freeway gap closure in the northern portion of the SR99/70 corridor connecting ten of the State's urbanized areas throughout its length.

**A0364A BUT 70 Route 70 Expressway (Marysville Bypass) – PA&ED Only**

Provide a gap closure between the existing and proposed freeway/expressway system between Sacramento and Chico, improve safety and provide an interregional facility between Oroville and Chico.

**9725B YUB 70 Sutter/Yuba Route 70 Corridor Project (Motorplex) - Construct a new interchange**

Upgrade local access to the expressway and to accommodate anticipated future traffic demand.

**289B/289P SUT 70 Sutter/Yuba Route 70 Corridor Project – Construct four-lane expressway**

Reduce traffic delays and congestion, improve safety, and to initially provide expressway and ultimately freeway access to the Marysville/Yuba City area.

**8362A SUT 99 Sutter Route 99 Corridor - Widen to four lanes with a median**

**8361A SUT 99 Sutter Route 99 Corridor Project - Widen to four lanes with left-turn lane**



Route 99 in Livingston

### **San Joaquin Valley:**

**7668 SJ 99 Route 99 Widening in South Stockton**

Add capacity, reduce current traffic congestion, improve operations, increase safety and accommodate future travel demand.

**5479 MER 99 Atwater Freeway - Convert to six-lane freeway and interchange**

Major interregional freeway gap closure on Route 99 and critical to north-south goods movement in the Central Valley.

**0528Y MER 99 Mission Avenue Interchange Landscape**

**0546Y MER 99 Livingston Stage 2 Freeway Landscape**

**5414 MER 99 Arboleda Road Freeway - Convert to six-lane freeway and interchange**

Major step in the completion of a full freeway on Route 99 corridor and vital to improved goods movement within the Central Valley.

**San Joaquin Valley (Continued):****5401 MER 99 Freeway Upgrade and Plainsburg Road Interchange**

Critical gap-closure is a major step in the conversion of Route 99 to a full freeway providing needed capacity for movement of goods on a major north-south corridor.

**1530Y FRE 99 Route 99 Replacement Planting**

Mitigate the visual impact of the roadway project.

**6400 TUL 99 Tagus Ranch - Convert to six-lane freeway****6480 TUL 99 Goshen/Kingsburg - Convert to six-lane freeway**

Provide route continuity with the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley to improve goods movement and accommodate future increases in traffic volumes.



**Route 99 in Kingsburg**

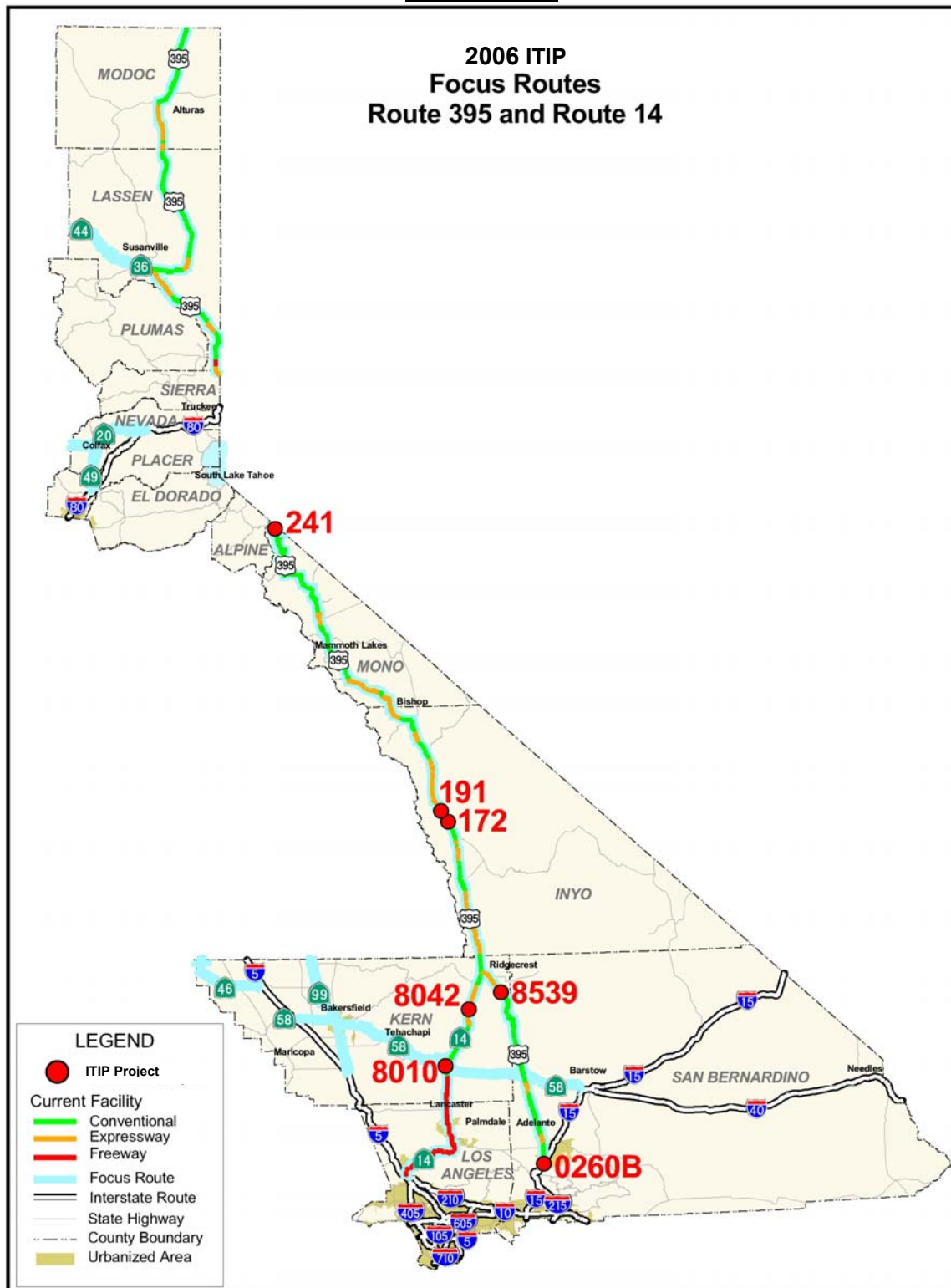
## Focus Routes

### US 395 and Route 14



US 395 at Route 58, Kramer's Junction in San Bernardino County

## Focus Routes



## **Interregional Importance and Route Concept**

US 395 is the major interregional route serving the Eastern Sierra's massive land and mountainous area. The route extends roughly from Oregon to the Victorville urbanized area in San Bernardino with a portion leaving the California State area near Alpine County and then rejoining above Sierra County. The route serves both major rural recreational and tourism travel to the eastern Sierra and is the designated goods movement route for large trucks. It connects numerous rural and small communities and towns to goods and services and local employment. It is the principle state route for residents of Inyo and Mono Counties and a "gateway" with the State of Nevada. The Focus Route includes Route 14 in Kern and Los Angeles Counties for interregional connectivity. The route concept is primarily a four-lane expressway with improved conventional route portions.

### **Projects:**

- |       |                |  |  |
|-------|----------------|--|--|
| 0241  | <b>MNO 395</b> | <b>Highpoint Curve Corrections - Modify road alignment</b>   |  |
|       |                |  | Modify the roadway alignment to improve safety and facilitate bicycle travel.  |
| 0191  | <b>INY 395</b> | <b>Independence - Widen to four-lane expressway</b>  |  |
|       |                |  | Upgrade to a four-lane divided highway, add capacity, and improve interregional movement of people and goods.  |
| 0191A | <b>INY 395</b> | <b>Independence Arch. Pre-Mitigation</b>   |  |
| 0172  | <b>INY 395</b> | <b>Manzanar - Widen to four-lane expressway</b>  |  |
|       |                |  | Upgrade to four-lane divided highway, add capacity, improve safety and benefit interregional movement of people and goods.   |
| 0172A | <b>INY 395</b> | <b>Manzanar Arch. Pre-Mitigation</b>   |  |
| 8539  | <b>KER 395</b> | <b>Inyokern Four Lane - Convert to four lane expressway</b>  |  |
|       |                |  | Provide route continuity and improved interregional mobility of people and goods connecting the Eastern Sierra Region and Western Nevada to the Southern California Region.  |
| 8042  | <b>KER 14</b>  | <b>Inyokern Road to Route 178 4-lane (Freeman Gulch) - Convert to four-lane expressway and interchange</b> |  |
|       |                |  | Upgrade to four lanes of the last "gap" segment of Route 14 between Mojave and the junction with US 395, improve safety and accessibility for rural communities and for interregional and interstate movement of people and goods on one of the State's goods movement routes. |
| 0260B | <b>SBD 395</b> | <b>Route 395 Widening</b>  |  |
|       |                |  | Close a 48-mile expressway gap in the interregional road system to improve interregional mobility of people and goods.   |

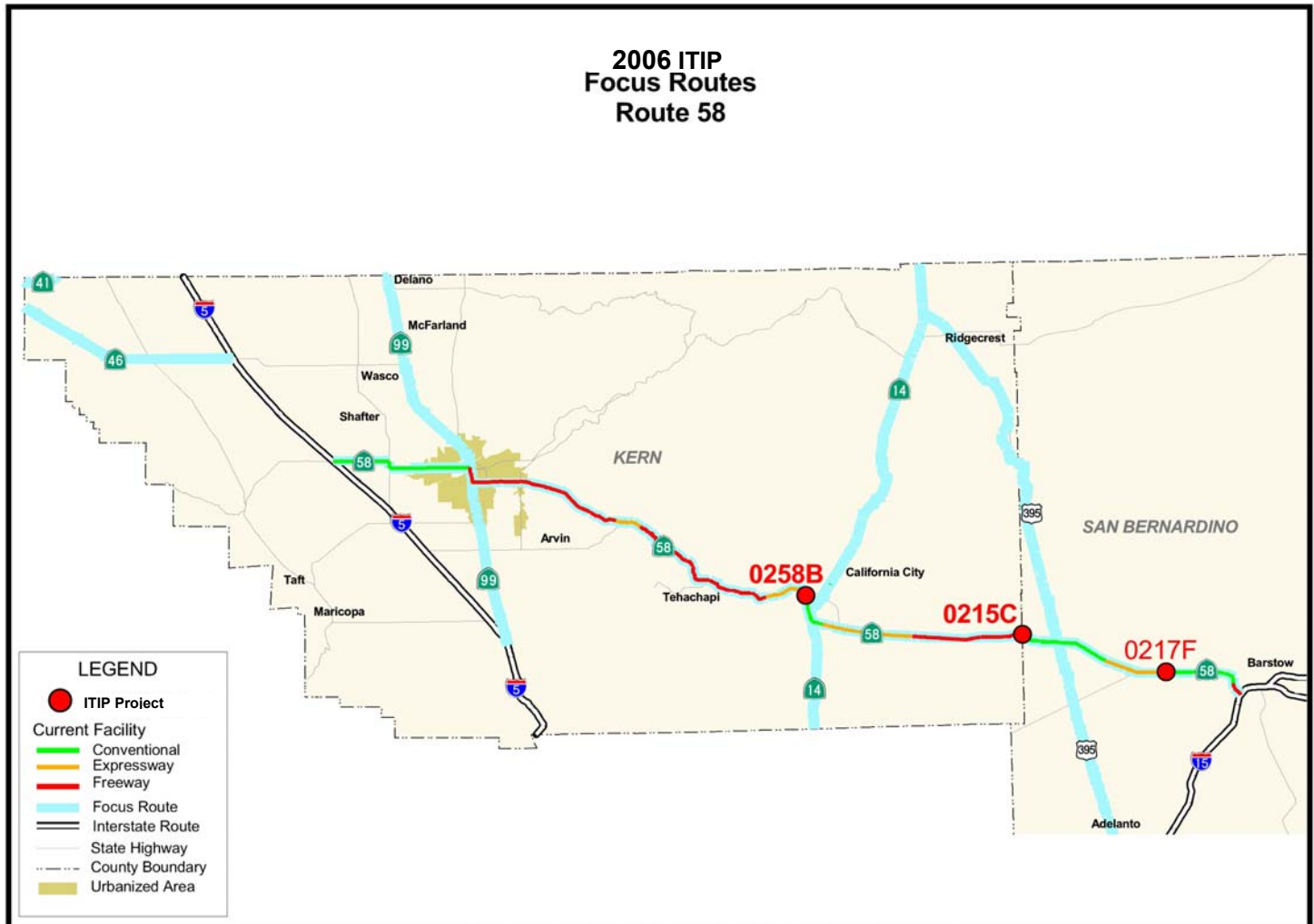


US 395 in Inyo County



## Focus Routes Route 58

### 2006 ITIP Focus Routes Route 58



### Interregional Importance and Route Concept

Route 58 is a major east-west non-Interstate goods movement route for interregional through movement of truck freight in California. The route's interregional importance cannot be overstated nor its need for completion to a four-lane expressway/freeway standards. Route 58 additionally and strategically provides operational flexibility for coping with emergencies in this region of the State and as an alternative route to bypass Los Angeles Basin congestion. The route links I-5 and Route 99 to I-15 and I-40 into Nevada and Arizona, connecting goods movement to the southwest and southern United States. It is included in the Global Gateways Development Program due to its significance for freight movement. The rapidly growing Bakersfield urbanized area of 400,000 people (100,000 added since 1990) in Kern County is located at its junction with Route 99. Kern County is expected to add one million people by 2040, many in the

Bakersfield area. The Bakersfield area is home to truck warehousing, transfer, and support facilities tied to its location as a “gateway” for the “Grapevine” and access to the Central Valley. Route 58 additionally links with US 395 and Route 14 providing connectivity to the Eastern Sierra for recreational travelers from the lower Central Valley and Southern California.

The Governor’s Strategic Growth Plan includes \$241 million in proposed G.O. Bonds for the projects listed below.

**Projects:**

**0215C SBD 58 Construct four-lane expressway (Kramer Junction)**

Add capacity and operational improvements to this significant corridor for east-west goods movement and improve safety and reliability at Routes 58/395 Junction. \$144 million in G.O. Bonds proposed for this project.

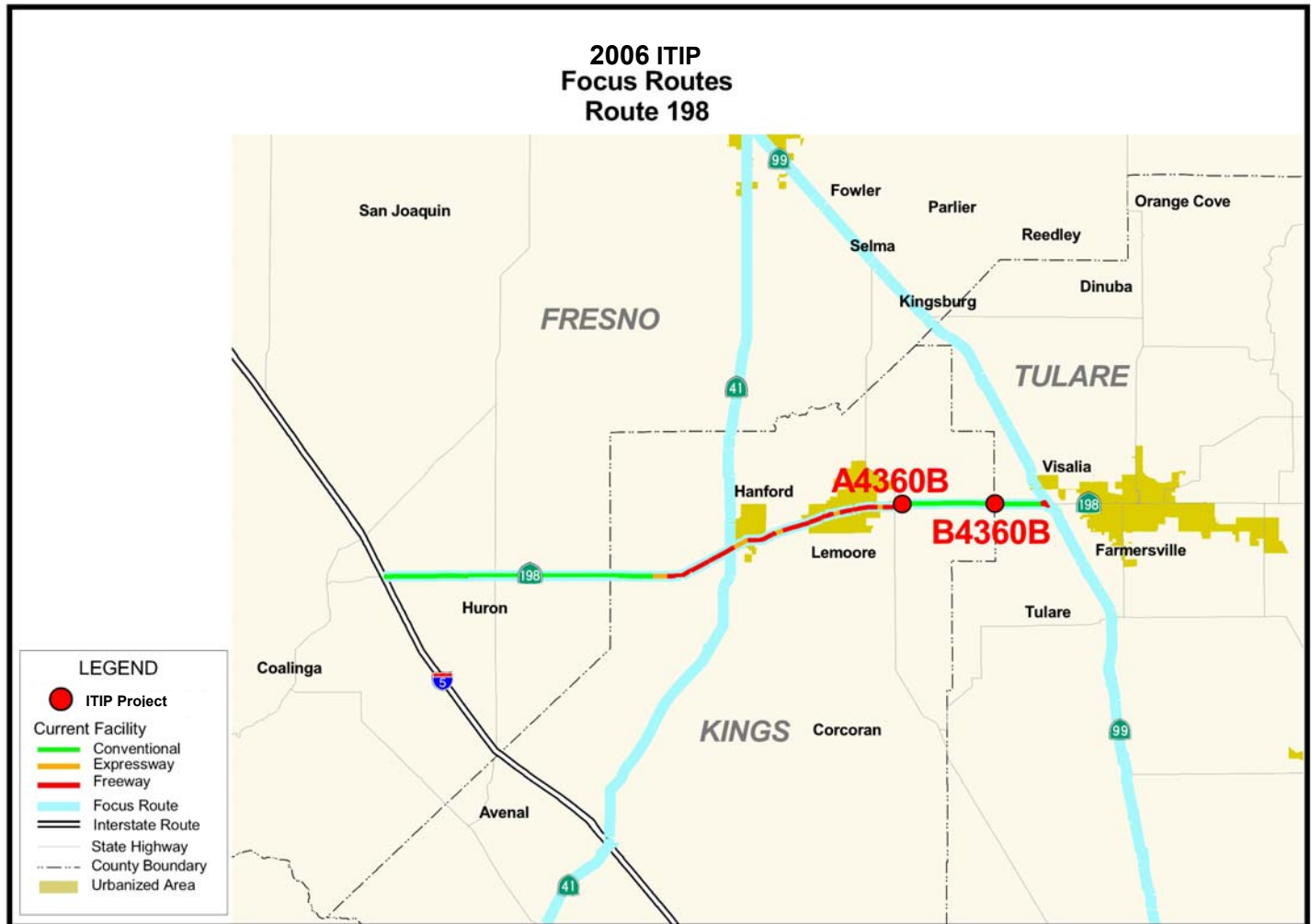
**0217F SBD 58 Realign and widen to a four-lane expressway (Hinkley)**

Add capacity to improve goods movement on a major interregional route connecting I-40, a vital east-west Interstate to the East Coast, and I-5, California’s major north-south Interstate route. \$97 million in G.O. Bonds proposed for this project.



Route 58 near Hinkley, San Bernardino County

## Focus Routes Route 198



### Interregional Importance and Route Concept

Route 198 provides the only direct east-west link between Route 99 and I-5 for the lower Central Valley from above Bakersfield to south of Merced, a distance of 140 miles. It is an alternative route for cross-valley goods and people movement in the event of valley emergencies and the primary route to the national defense station (Lemoore Naval Air Station). The route directly serves the fast growing Visalia urbanized area and the newly designated area of Hanford-Lemoore in Tulare and Kings Counties. These counties are expected to add a combined 600,000 population by 2040. The route provides connections from I-5 to Route 41 (a Focus Route) for an alternative for travel into the Fresno urbanized area and major goods movement transfer centers located there. The route concept is a fully improved conventional route with passing lanes from I-5 to the Naval Air Station and a four-lane freeway/expressway further to Route 99.



**Project:**

**A4360/B4360B**

**KIN/TUL 198**

**Route 198 Four-Lane Expressway - Route 43 to Route 99**

Gap closure for freeway/expressway between Route 43 in Hanford and Route 99 near Visalia to provide route continuity, increase capacity and improve safety.

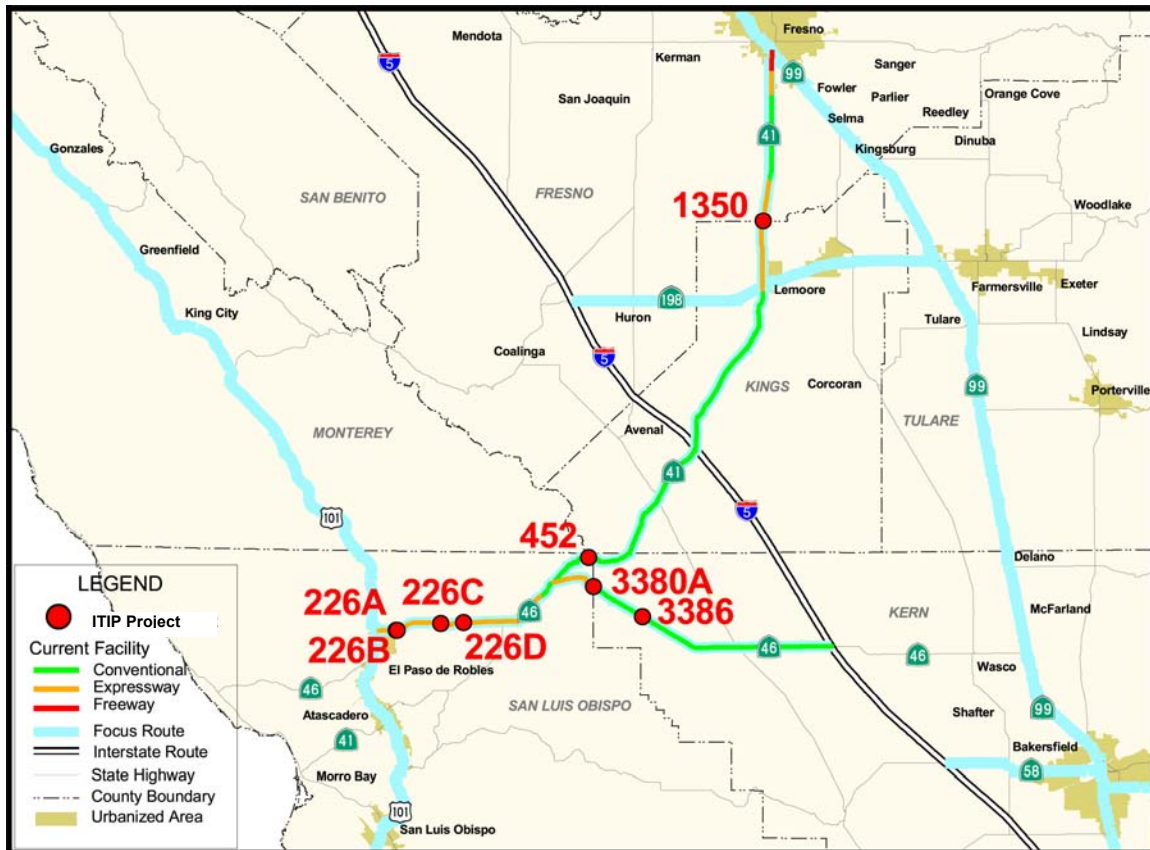


**Route 198 in Kings County**



**Route 198 in Tulare County**

### Focus Routes Route 41 and 46



### Interregional Importance and Route Concept

Routes 41 and 46 provide east-west interregional connectivity for people and goods movement to locations in the Central Valley and to the counties along US 101 corridor. California's east-west routes are under-developed overall due to complexities of the terrain, history of funding priorities and other factors. There are severely limited numbers of routes crossing from the Central Valley to the Coast and no routes built to a completed higher standard (expressway/freeway). These two Focus Routes are the primary connections to I-5 and Route 99 from US 101 corridor in this portion of the State and additionally provide operational flexibility for emergencies across multiple counties from coast to valley. The new urbanized areas of Paso Robles (at the junction of US 101 and Route 46) and Hanford-Lemoore (at the junction of Route 41 and 198) are on the route paths, as well as the fast growing Fresno urbanized area directly on the path of Routes 41 and 99. The Fresno urbanized area is currently over 500,000 population and the county is projected to add 700,000 people by 2040. The route concept for Route 46 is a four-lane freeway in the Paso Robles area and continuing as a four-lane expressway to I-5. The concept for Route 41 is to fully improve a two-lane conventional highway with passing lanes to I-5 and continuing as a two to four lane expressway to Fresno.

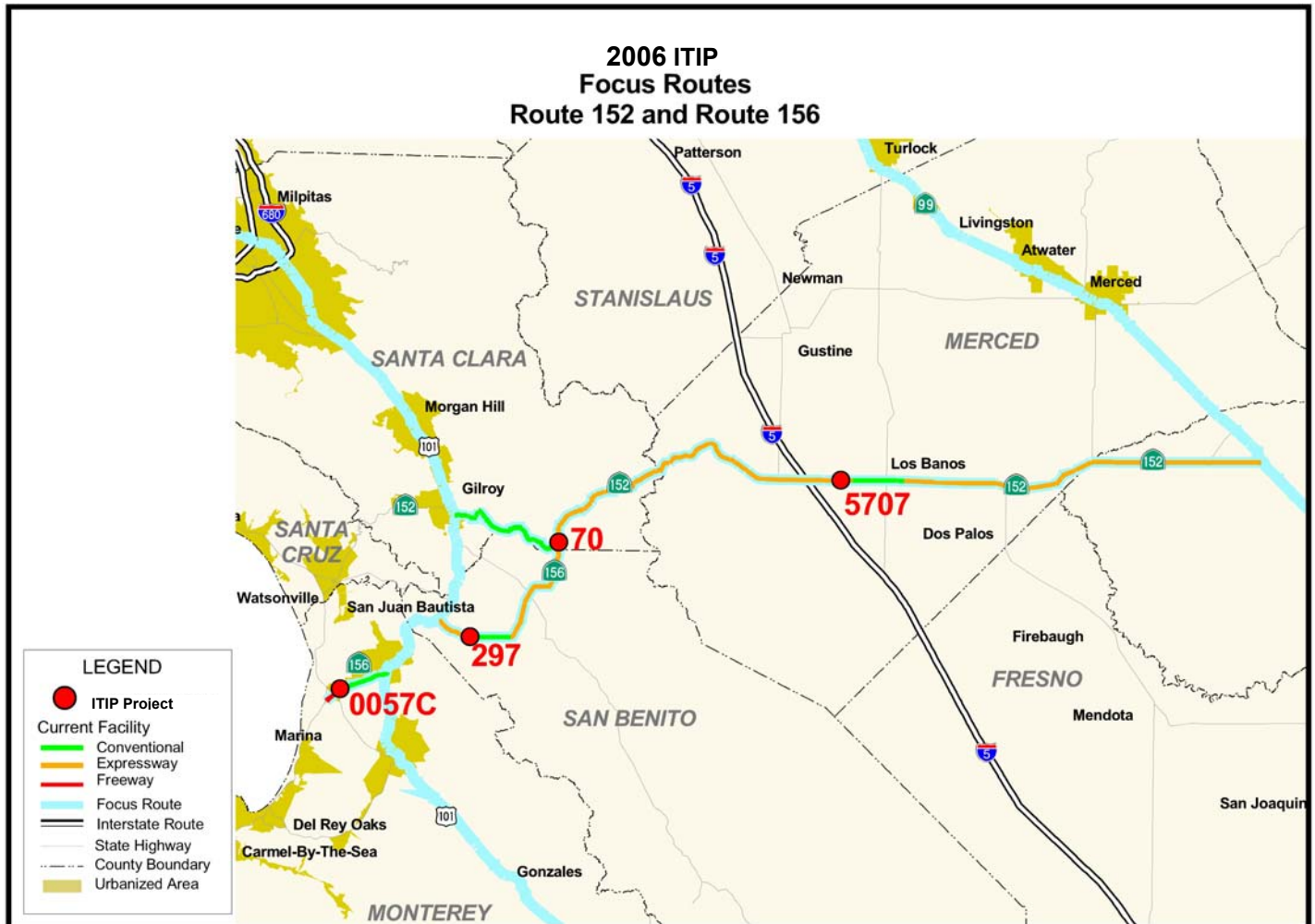
The Governor's Strategic Growth Plan includes \$25 million in proposed G.O. Bonds for the Route 41 and 46 corridors.

**Projects:**

- 1350 FRE 41 County Line Expressway - Widen to four-lane expressway**  
Improve this portion of the interregional route to expressway and freeway standards.
- 3380A KER 46 Route 46 Expressway Corridor - SLO County Line - Kecks Road Expressway (Segment 2) - Convert to four-lane expressway**
- 3386 KER 46 Route 46 Expressway Corridor - Kecks Road to Route 5 (Segment 1) - Widen to four-lane expressway**
- 3386A KER 46 Route 46 Expressway Corridor - Kecks Road to Route 5 (Segment 3) - Widen to four-lane expressway**  
Provide a main link from the San Joaquin Valley to the Central Coast, reduce congestion and improve safety, particularly in relation to truck and recreational traffic.
- 0026A SLO 46 Route 46 Corridor – PA&ED Only**
- 0226B SLO 46 Route 46 Corridor improvements (Union)**
- 0226C SLO 46 Route 46 Corridor improvements (Whitley - Segment 1)**
- 0226D SLO 46 Route 46 Corridor improvements (Whitley - Segment 2)**  
Relieve congestion, provide passing opportunities and improve safety for goods movement and recreational travel and major east/west route from the San Joaquin Valley and Interstate 5 to the Central Valley and US 101 with the Central Coast.

## Focus Routes

### Route 152 and 156



### Interregional Importance and Route Concept

Routes 152 and 156 provide the only direct agricultural, goods movement and recreational interregional connectivity south of the Bay Area to the coast. The routes link Route 99, I-5 and US 101 to the urbanized areas in Monterey County, the coastal recreational and tourism areas along Route 1, and agricultural centers in the extensive Monterey produce growing region. The routes are the only major east-west link between I-205 and Route 41 in the Central Valley, a distance of 120 miles. Route 152 is in the Global Gateways Development Program due to its importance to moving east-west truck freight from Route 99 and I-5 to US 101. These Focus Routes, like all other non-Interstate east-west routes, were not completed to expressway/freeway standards. Their importance is hit home daily by the increase in large truck traffic and interregional person trips on the route. The route concept for Route 156 is a four-lane expressway/freeway from Route 1 in Monterey County to Route 152 in San Benito County and a four-lane

expressway/freeway from US 101 in Santa Clara County to Route 99 in Madera. The counties primarily served by the route (excluding Santa Clara) are expected to add one million additional people by 2040, increasing route development pressures and need to expedite full expressway completion.

The Governor's Strategic Growth Plan includes \$125 million in proposed G.O. Bonds for the Route 152 and 156 corridors.

### **Projects:**

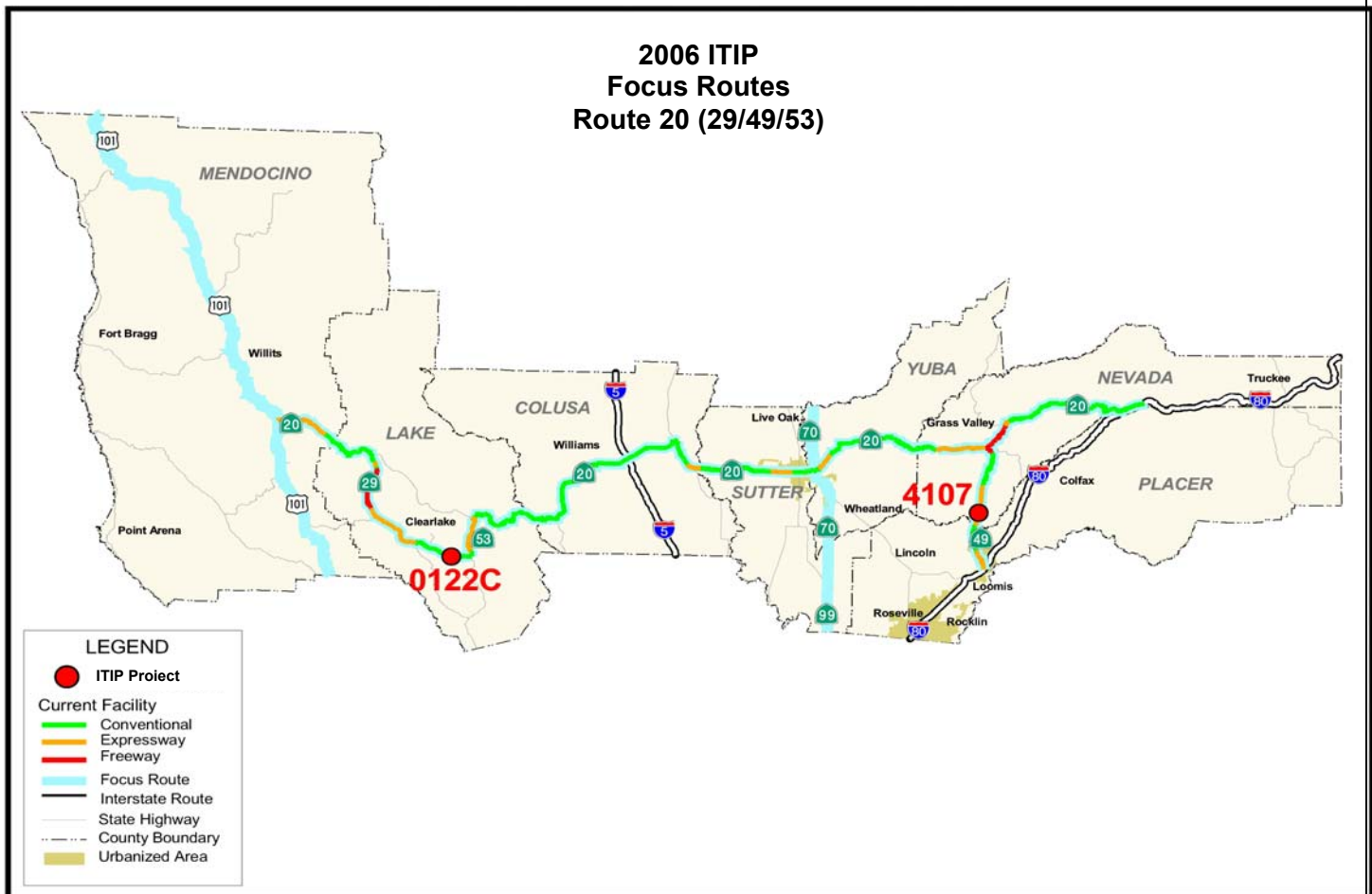
- 5707 MER 152 Los Banos Bypass - Construct four-lane**  
Gap closure bypass between two extended sections of expressway to eliminate bottleneck on Route 152 for 80 miles, enhance interregional and goods movement through Los Banos and reduce accidents and operational conflicts by separating through and local traffic.
- 0057C MON 156 Route 156 West Corridor - Widen to four-lane divided expressway**  
Add capacity to improve interregional goods and people movement on a vital east-west route linking the Central Valley with the Central Coast. \$65 million in G.O. Bonds proposed for this project.
- 0297 SBT 156 San Juan Bautista four-lane expressway**  
Widening on a vital east-west interregional route, connecting the Central Coast Region and the San Joaquin Valley, will improve interregional movement of people and goods through the corridor. \$60 million in G.O. Bonds proposed for this project.
- 0486G SCL 152 Truck Climbing Lanes**  
Construct truck climbing lanes from San Felipe Lane to Route 152/156 Junction.
- 0070 SCL 152/156 Route 152/156 Interchange Improvements**  
Widening and interchange project on a vital east-west interregional route connecting the Central Coast Region and the San Joaquin Valley to improve interregional movement of people and goods through the corridor.



Route 152 in Los Banos, Merced County



**Focus Routes**  
Route 20 (SR 29, 49, 53)



**Interregional Importance and Route Concept**

This combined route corridor serves the major east-west interregional movement for people and goods across the northern Central Valley from the ocean to the Sierra at I-80. It also includes Route 49 in the high growth area of Placer and Nevada Counties (Grass Valley to I-80 only). The Focus Route corridor links US 101, I-5, SR 99, SR 70, and I-80 providing a high level of interregional connectivity across the width of the State and its complex terrain, literally connecting ocean and mountains. The route is a principal recreational route for north state travel and is a vital route for linking numerous small communities to goods and services. It also serves as a “main street” for the urbanized areas of Yuba City and Marysville. The route concept is a four-lane expressway/freeway through most of the route portions with a fully improved two lane conventional route with passing lanes in the mountainous areas near the coast and Sierra. Due to the importance of the route for north state east-west goods movement, connectivity and recreational travel (both personal cars and RVs/trailers), expressway/freeway completion should continue to move forward.



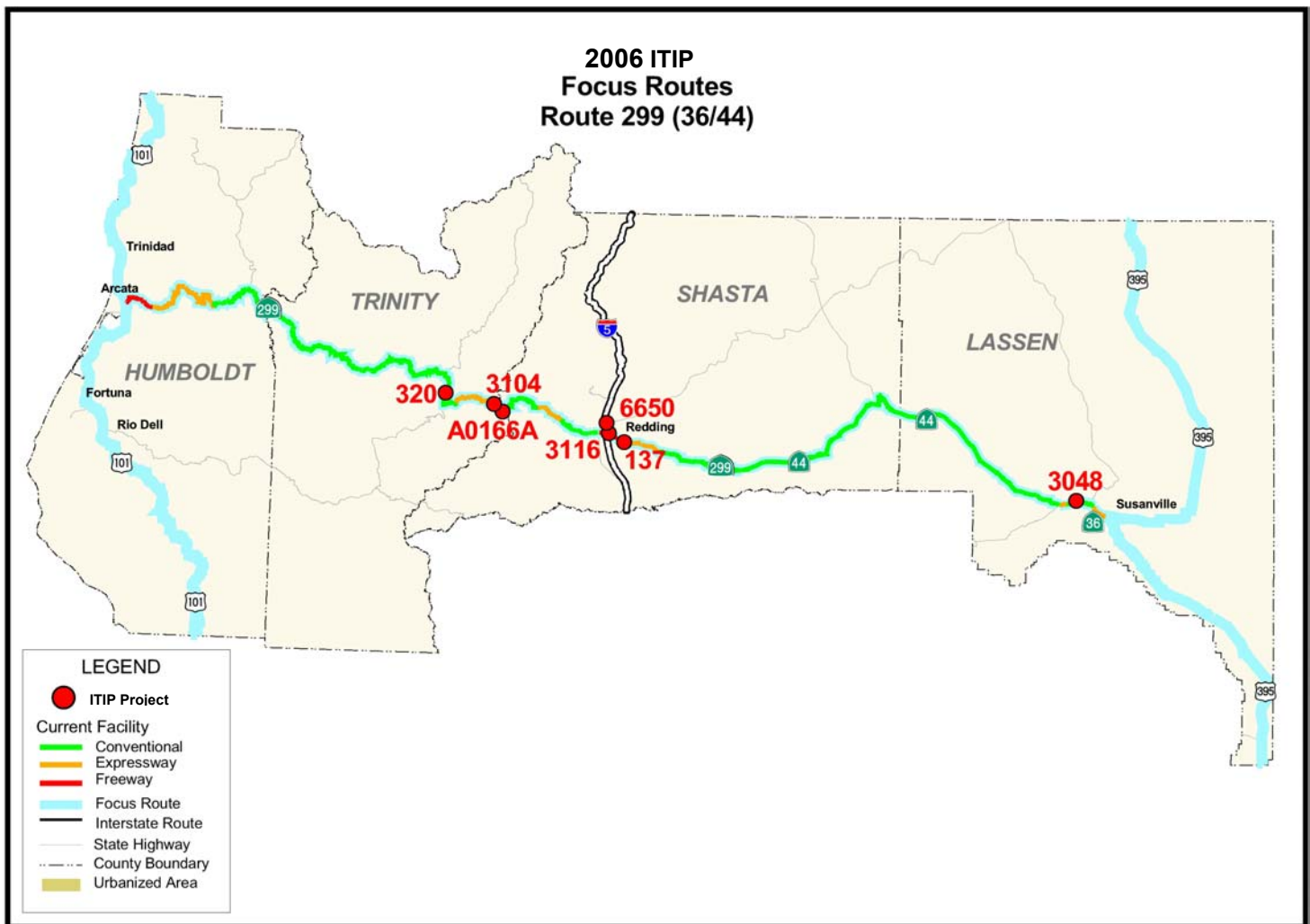
**Projects:**

- 0122C LAK 29 Diener Drive to North Route 175 - Upgrade to four-lane expressway**  
Upgrade the 7.8 mile portion of Route 29 to a four-lane expressway facility is a result of a partnership involving the State and regional agencies to improve safety, reduce traffic delay and provide capacity to accommodate anticipated traffic growth.
- 4107 NEV 49 Lime Kiln to Grass Valley Widening (Segment 1)**  
Widen roadway to accommodate significant growth in a rural area near the Sacramento metropolitan region and is a partnership effort between the State and local agencies.



**Route 29 in Lake County**

**Focus Routes**  
**Route 299 (SR 36/44)**



**Interregional Importance and Route Concept**

The routes comprising this Focus Route corridor are the northern-most significant east-west rural transportation routes in the State. The corridor traverses 191 miles, connecting small towns and communities, recreational and tourism locations, and providing interregional connectivity for goods movement. It links US 101, I-5 and US 395 and serves the Redding urbanized area located on I-5. The routes provide emergency access and routing into and across the north state. The importance of the route for north state connectivity and need for improvement to higher standards was emphasized recently with the future planned construction of a major project on US 101 in northern Mendocino County. The US 101 improvement will require closure of the coastal route for several weeks requiring detours of north state travel to destinations above and below the location onto I-5 and then across to either Route 20 or Route 299 depending on the final destination. The operational flexibility needed for ensuring interregional connectivity in

a State with such a large land mass, complex terrain, and needs for disaster preparedness re-emphasizes the strategic nature of the Focus Routes improvements. The route concept is two to four lanes fully improved conventional and expressway with passing and truck climbing lanes and a four-lane expressway/freeway in and near the Redding urbanized area. Completion of the “Buckhorn” project west of Redding is a priority for ensuring a high standard facility.

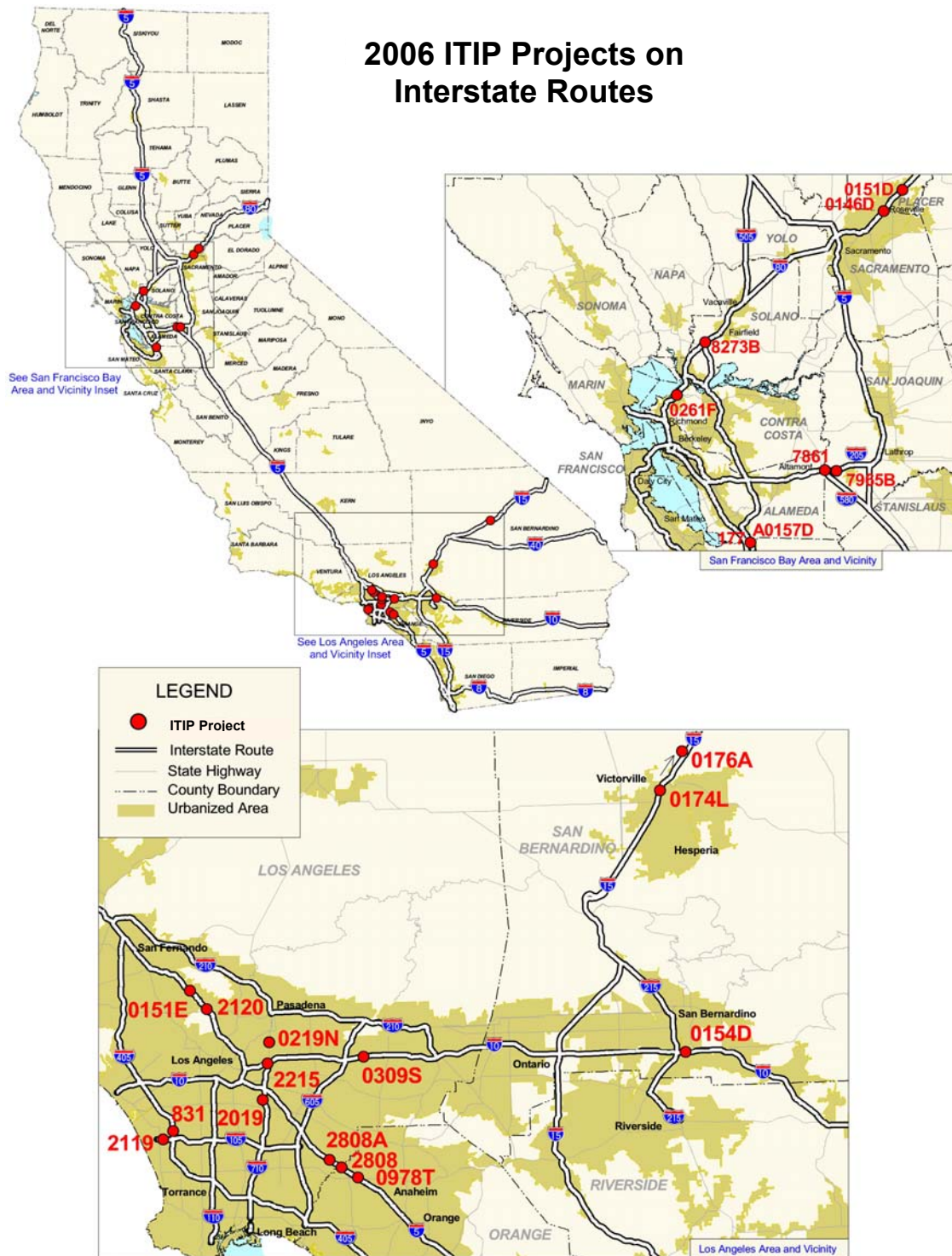
The Governor’s Strategic Growth Plan includes \$146 million in proposed G.O. Bonds for the Route 299 Corridor.

### **Projects:**

- 3104 TRI 299 Sand House Curve - Construct westbound passing lane**  
Provide a westbound vehicle passing opportunities to reduce operational delay in partnership with local agencies.
- 0166A SHA 299 Buckhorn Grade - Environmental Only**  
Improve alignment, provide passing opportunities, and improve errant vehicle recovery areas on Buckhorn Grade.
- 3116 SHA 44 Liberty to I-5 Auxiliary Lane and Bridge Widening**  
Construct an eastbound auxiliary lane to improve regional and interregional travel, improve operations and safety in Redding and on I-5.
- 6650 SHA 44 Redding Auxiliary Lane and Bridge Widening**  
Construct a westbound auxiliary lane and bridge widening to improve operational and safety concerns on Route 44 and improve access from Dana Area of Redding to downtown Redding.
- 0137 SHA 44 Stillwater - Widen to four-lane freeway and interchange**  
Provide safe and improved access to bicycle/pedestrian mobility and access to the growing area east of Redding.
- 3048 LAS 36 Susanville Town Hill**  
Improve bicycle safety and support recreational travel to enhance the quality of life in Susanville, a significant town center for a large tourist and recreational travel.

## Interstate Routes

### 2006 ITIP Projects on Interstate Routes





### New ITIP Projects on Interstate Routes

(\$'s x 1000)

CO	PPNO	RTE	Project	Comments	Other Funding	ITIP
LA	3612	710	Route 710 expansion - South	New Project, Support only	Local	5,000
RIV	0116F	215	East Junction Route 60/215 Interchange Connector	New Project- Con in FY 2009/10	RIP, CMAQ, Local	5,250

### ITIP Projects on Interstate Routes

(\$'s x 1000)

CO	PPNO	RTE	Project	Comments on ITIP Funds	Other Funding	ITIP
ALA	A0157D	680	Sunol Grade HOV Corridor-Southbound	Delay Con from FY 2007/08 to FY 2008/09	RIP, Local, Demo	25,923
ALA	0177	680	Sunol Grade HOV Corridor-Northbound (Phase 1)	Delay Con from FY 2007/08 to FY 2009/10	Local, TCRP	34,547
LA	2808	5	I 5 Widening - Orange County Line to Route 605	Support only, con with other funds in FY 2008/09	RIP, Demo, TCRP, Local	17,000
LA	2808A	5	Orange County to Route 605 - Interchange	Support only, con with other funds in FY 2007/08	RIP, Demo, CMAQ, TCRP, Local	750
LA	0151E	5	Ultimate HOV/Empire Interchange Improvements	Support only, con with other funds in FY 2009/10	RIP, Local	12,792
LA	2120	5	I-5 Western I/C Modification	Support and R/W only	RIP	12,126
LA	0309S	10	Baldwin Park - Soundwalls	Delay Con from FY 2007/08 to FY 2009/10	RIP	4,922
LA	2119	105	Sepulveda to Nash Westbound Off Ramp Widening	No Delay, Con in FY 2007/08	Local	10,617
LA	0831	405	Route 405-Arbor Vitae-South half of I/C	Delay Con from FY 2007/08 to FY 2008/09	RIP	7,240
LA	2215	710	Route 710 study per Record of Decision	Support only		2,952
PLA	0146D	80	I-80 Capacity/Operational Improvements (Stage 1)		RIP, Local	4,600
PLA	0151D	80	Interchange Reconstruction	Delay Con from FY 2006/07 to FY 2007/08	RIP, Local	11,330
SBD	0154D	10	Tippecanoe Avenue Interchange improvements	Support only, Con with other funds	Demo, Local	2,500
SBD	0176A	15	I-15 SB Truck Climbing Lane	Delay Con from FY 2006/07 to FY 2008/09		14,899
SBD	0174L	15	Phase 2 NB Widening	Delay Con from FY 2007/08 to FY 2008/09	RIP, Demo, Local	63,746
SBD	0194T	210	Etiwanda Wind Break Landscape Required Mitigation	Delay Con from FY 2006/07 to FY 2007/08		1,645
SOL	8273B	80	Route 80 Widening Landscaping	Delay Con from FY 2007/08 to FY 2009/10		1,347
SOL	5306	80	Landscape Mitigation	Delay Con from FY 2006/07 to FY 2008/09		448

### Interstate Projects No Longer in the ITIP

(\$'s x 1000)

CO	PPNO	RTE	Project	Comments
CC	0261F	80	I-80 HOV Westbound Gap Closure	Voted in July 2005
LA	0219N	710	South Pasadena - repair/preserve historic buildings	Project completed
LA	2019	710	Atlantic Blvd. Interchange	Project deleted
SJ	7861	205	205/580 Ultimate Truck Bypass Study	Project completed
ORA	0978T	5	Route 5 HOV Lanes - Route 91/Los Angeles	Voted in July 2005
SJ	7965B	205	Tracy Widening, stage 2 & 3	Locals funded construction
YOL	8914	80	Tree Planting (ITIP TE)	Voted in August 2005
SAC	8911	80	I-80 Traffic Operations System	Locals funded construction



## **Importance**

The Interstate routes are the only portion of California's Freeway and Expressway System that was completed as a "system". The State legislature identified the Freeway and Expressway System in 1959 to accommodate the dynamic anticipated growth in the State with the intent of providing a strong statewide interregional transportation system with current freeway and expressway standards. Large population and economic centers have grown along the Interstates as the routes provide high standard facilities and capacity for both regional and interregional travel as well as Interstate trips in the areas where constructed. The strategic importance of the completed Interstate System to California mobility is emphasized by its related statistics. The Interstate System is only 17 percent of the entire State's highway route miles and carries roughly 50 percent of all statewide vehicle miles of highway travel, with two thirds in the major urbanized areas: San Francisco-Bay, Los Angeles, and San Diego. Fifty – seven percent of all large truck vehicle miles traveled in the State are on the Interstate System. The importance of the Interstates to California's economic well being, quality of life and future cannot be overstated. The Interstates connect California to Canada and Mexico via I-5 and connect the Pacific Rim nations and trade to the State and State's east. The System connects people and freight to major metropolitan centers and intermodal and multimodal transfer locations such as water ports, air passenger, cargo terminals and intermodal transfer facilities. The Interstates are the principal paths for the movement of freight into and out of the largest metropolitan centers and are the primary paths for regional mobility. The Interstates are highly congested in the largest metropolitan centers. System optimization, to capture all capacity in these high-end facilities, through transportation management (projects, strategies and actions) in cooperation with regional agencies is a strategic emphasis for Interstate optimization and improvement. The Interstates are central to carrying out the goals and objectives outlined for goods movement in the Global Gateways Development Program.

## **New Projects:**

### **3612 LA 710 Route 710 Expansion South**

Support only project. Widen freeway between the Ports and Ceaser Chavez Overcrossing. Add two Mixed Flow Lanes and two exclusive Truck Lanes in each direction to provide for a total of 14-lane facility.

### **0116F RIV 215 East Junction 60/215 Interchange Connector**

This project constructs two HOV connectors that link Route 60 and Route 215 HOV lanes at the east junction of the 60/215 interchange.



## **Existing Projects:**

### **0177/A0157D ALA 680 Sunol Grade HOV Corridor**

Add northbound and southbound HOV lanes on Route 680 over Sunol Grade, Milpitas to Route 84, ramp metering from Jacklin Road to Stoneridge Drive, and auxiliary lanes at various locations in Santa Clara and Alameda Counties.



Sunol Grade, Route 680 in Alameda County

### **8273B SOL 80 Route 80 Widening Landscaping**

Mitigate the visual impact of the roadway project.

### **5306 SOL 80 Landscape Mitigation**

Provide the necessary highway planting to mitigate the visual impact of the roadway project.

### **0146D PLA 80 I-80 Capacity/Operational Improvements (Stage 1)**

Improve mobility, relieve congestion, maintain trip reliability, and enhance safety for freeway users from near the Sacramento/Placer County line.



Route 80 in Placer County

### **0151D PLA 80 Interchange Reconstruction at Sierra College on I-80**

Improve operational deficiencies at the interchange ramp intersections to improve safety.

### **0151E LA 5 Ultimate HOV/Empire Interchange Improvements**

Reduce congestion on I-5 to benefit interregional travel connections between I-5 and the Burbank-Glendale-Pasadena Airport.

### **2120 LA 5 I-5 Western Interchange Modification**

Provide congestion relief for future local and regional traffic and eliminate existing deficiencies at the I-5/ Western Avenue Interchange and Western Avenue/Flower Street intersection.

### **2808A LA 5 Orange County to Route 605 - Carmenita Interchange**

Improve on and off ramps traffic movements and overall interchange traffic circulation, reduce congestion and improve safety to accommodate new I-5 freeway cross section.

### **2808 LA 5 I-5 Widening - Orange County Line to Route 605**

Widen for HOV and mixed flow lanes. Add capacity for future travel demands, improve access to regional transit, reduce travel time and congestion, eliminate northbound bottleneck as between the Orange County and LA County line.

### **0309S LA 10 Baldwin Park – Soundwalls**

Mitigate the noise impact of the roadway project.

### **2119 LA 105 Sepulveda to Nash - Wesbound Off Ramp Widening**

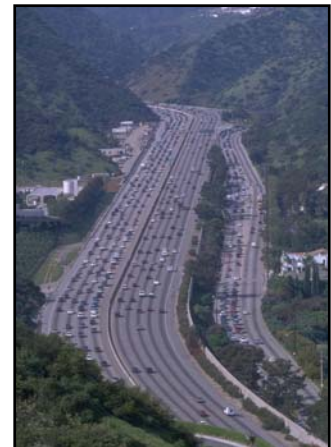
Reduce congestion on the main line and speed access to the Central Terminal Area at Los Angeles International Airport.

### **0831 LA 405 Route 405 - Arbor Vitae-Southhalf of Interchange**

Reduce congestion, improve safety and traffic flow and access to the Los Angeles International Airport.

### **2215 LA 710 Route 710 study per Record of Decision**

Close the Gap between I-10 in Los Angeles and Route 210 in Pasadena to complete the freeway system in one of the busiest region in the Los Angeles County.



Route 405 in Los Angeles County

### **0154D SBD 10 Tippecanoe Avenue Interchange improvements**

Reduce congestion at interchange, relieve impacts to the freeway, and provide capacity for future development in the areas around the San Bernardino International Airport.



**0176A SBD 15 I-15 Southbound Truck Climbing Lane**

Separate trucks and other vehicles in hill portions of I-15 to improve goods movement between Southern California and destinations in Nevada, Utah and beyond.

**0174L SBD 15 Phase 2 Northbound Widening**

Add capacity, upgrade of I-15 to current standards, eliminate operational deficiencies and enhance safety by reconstructing three interchanges in the City of Victorville.

**0192K SBD 210 San Bernardino Route 210 Park and Ride**

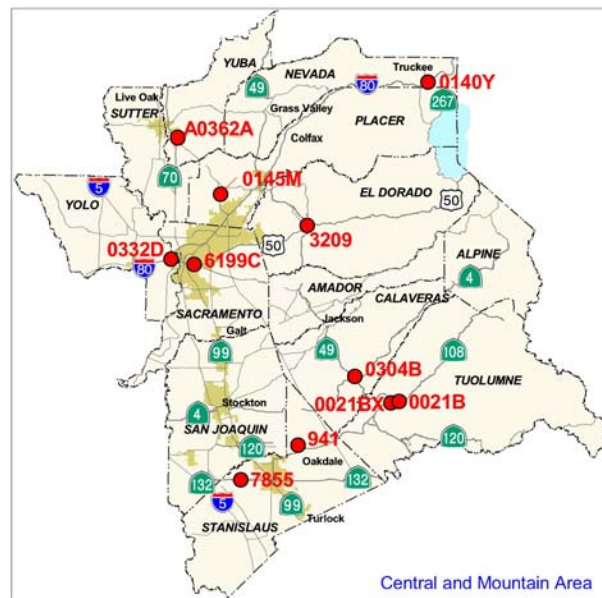
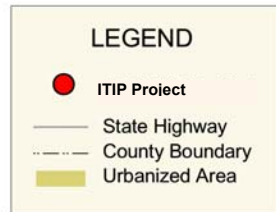
Required mitigation to construction project. Project will encourage ridesharing, reduce air pollution and provide congestion relief on freeway.

**0194T SBD 210 Etiwanda Windbreak Rural Historic Landscape**

Tree replacement mitigation for the completed Route 15/210 interchange project.

## Other Routes

### 2006 ITIP Other State Highway Routes





ITIP Projects on Other Routes (\$'s x 1000)						
CO	PPNO	RTE	Project	Comments	Other Funding	ITIP
ALA	0057A	24	Route 24/Caldecott Tunnel Corridor	Support and RW only	RIP, TCRP, Local	18,000
ALA	0090C	92	Hesperian/Santa Clara Retrofit Soundwall	Delay Con from FY 2007/08 to FY 2009/10		670
CAL	0304B	4	Angels Camp Bypass	Delay Con from FY 2007/08 to FY 2008/09	RIP	22,617
CC	0192E	4	Route 4 - Widen to 8 lanes, Loveridge Road Interchange	RW only, Con with other funds	RIP, TCRP, Local	3,000
ED	3209Y	50	Placerville Ops. Mitigation Landscape	Delay Con from FY 2008/09 to FY 2009/10	RIP	386
IMP	549	98	Route 98 Widening (west of Route 111)	Support and RW only		2,000
LA	0012J	1	Pacific Coast Highway Grade Separation	RW only	Demo	21,187
LA	0482R	60	Route 60 HOV from Route 605 to Azusa Avenue	Support only, Con with other funds	RIP, Local, CMAQ, & RSTP	6,100
LA	2223	134	New Route 134 On-Ramp at Hollywood Way	05/06 Reschedule	RIP	22,882
LA	3331	138	Route 138 Widening	Support and RW only	RIP	4,572
LA	3325	138	Route 138 Widening	RW only, Con with other funds	RIP	1,596
LA	3326	138	Route 138 Widening	RW only, Con with other funds	RIP	90
LA	3327	138	Route 138 Widening	RW only, Con with other funds	RIP	1,547
LA	3328	138	Route 138 Widening	RW only, Con with other funds	RIP	106
LA	0694Q	138	Route 138 Widening	Delay Con from FY 2007/08 to FY 2008/09	RIP	17,152
MON	0032G	1	Salinas Road Interchange	Support only	RIP	1,114
NAP	0367D	12	Jamieson Canyon	Support only	RIP, TCRP, TEA-LU	2,000
ORA	4110	74	Route 5 to Antonio Parkway Widening	Support only	Local	3,713
PLA	0145M	65	Lincoln Bypass	Delay Con from FY 2008/09 to FY 2010/11	RIP, Demo, Local, TEA-LU	108,686
RIV	0048W	91	Route 91/71 Animal Crossing Study	Support only	Demo	808
SAC	6199C	50	HOV lanes & community enhancements	Support only	RIP	2,500
SBD	0239D	138	Route 138 4-lane widening at Route 2	Delay Con from FY 2008/09 to FY 2009/10	RIP	58,763
SD	1000	11	State Route 11 – PA&ED Only	Support only		8,000
SD	260	52	New Route 52 Freeway – Route 125 to Cuyamaca-West end	Support & RW only, Con with other funds	RIP, TCRP, Demo, Local, RSTP	3,400
SOL	5201F	37	Route 29/37 Interchange - Highway Planting	Support only		3,046
STA	941	120	Oakdale Expressway/Bypass	Delay Con from FY 2006/07 to FY 2010/11	RIP	90,946
TUO	0021B	108	E. Sonora Bypass Stage II	Support and RW only	RIP	7,813
YOL	0332D	50	Harbor Boulevard Project	Delay RW from FY 2006/07 to FY 2008/09	RIP, Local, TEA-LU	5,925

ITIP Projects on Other Routes - No Longer in the ITIP (\$'s x 1000)				
CO	PPNO	RTE	Project	Comments
ED	3209	50	Placerville - Lawyer Drive to Bedford Avenue	Voted in November 2005
LA	3330	138	Route 138 Widening - Twin Bridges	Voted in July 2005
NEV	0140Y	267	Truckee Bypass	Voted in March 2005
RIV	0079D	91	N. Main Corona Parking Structure	Voted in July 2005
RIV	0076B	91	Green River Road Interchange	Under Construction with Local Funds
RIV	33	60	Riv-60 HOV Lanes	Voted in September 2005
SM	626	1	Devils Slide Bypass	Funded with Federal ER funds
STA	7855	132	SR-132 West Widening	Delete Project
YUB	A0362A	65	Third River Bridge	Delete Project

### **Importance**

The State Highway System is a vast system connecting the regions, cities and communities across 156,000 square miles of complex terrain. The system (including Interstates and Focus Routes) has over 180 routes and 15,400 route miles of highway and more than 168 billion vehicle miles of travel per year total. The importance of the non-Interstate or Focus Routes is clear in related statistics. These routes are 65 percent of California's state highway route miles, carry 35 percent of all travel and are primarily conventional routes statewide with the exception of freeway route portions in the largest urban centers. As growth continues in California in areas not on Interstates or Focus Routes, the need for improvements to these other State Routes in coordination with improved growth planning by regions and local jurisdictions will become even more pressing. In many cases, the projects represent a rural partnership for projects that could not be funded with RIP funds alone.

The Governor's Strategic Growth Plan includes G.O. Bonds for the projects as noted below.

### **Projects:**

- 0367D NAP 12 Jamieson Canyon - Widen to 4-lane expressway**  
Reduce traffic congestion, improve safety and increase capacity on Route 12 between Route 29 in Napa County and Interstate 80 in Solano County.
- 5201F SOL 37 Route 29/37 Interchange - Highway Planting**  
Provide the necessary highway planting to mitigate the visual impact of the roadway project.
- 0192E CC 4 Route 4- Widen to 8 lanes, Loveridge Road Interchange**  
Reconstruct interchange to add HOV and mixed flow traffic lanes along Route 4 and preserve the median space for a future mass transit system to reduce congestion.
- 0057A ALA 24 Route 24/Caldecott Tunnel Corridor - Construct fourth bore two-lane tunnel**  
Reduce congestion, increase capacity, improve safety and enhance reliability. \$140 million in G.O. Bonds proposed for this project.
- 0090C ALA 92 Hesperian/Santa Clara Retrofit Soundwall**  
Mitigate the noise impact of the roadway project.



- 0260 SD 52 Construct new Route 52 - Route 125 to Cuyamaca Street (West End)**  
Improves the transportation network providing a connecting link between the commercial and industrial centers in the east county and the primary north-south goods movement corridors of Interstates 5, 15, and 805.
- 1000 SD 11 New Route 11 - Environmental**  
The future port of entry at East Otay Mesa will help reduce traffic at the existing San Ysidro and Otay Mesa ports of entry, providing an alternate entry for commercial traffic.
- 0549 IMP 98 Widen to 4-lanes from Navarro Avenue to Route 111**  
Improve traffic flow and accommodate future travel demands.
- 0032G MON 1 Salinas Road Interchange - Construct new interchange and widen to a four-lane freeway**  
Improve safety and operation of Route 1 critical for goods movement and recreational travel as well as regional commuters.
- 0304B CAL 4 Angels Camp Bypass - Construct 2-lane expressway**  
Improve both resident and recreational travel on SR 4, in this foothill and mountain county and is the result of a rural partnership.
- 6199C SAC 50 HOV lanes and Community enhancements**  
Add HOV lanes in median of US 50 in Sacramento County, improve the midtown and downtown Sacramento street system to enhance neighborhood livability. \$90 million in G.O. Bonds proposed for this project.
- 0021B TUO 108 E. Sonora Bypass Stage II - Construct a 2-lane expressway**  
Improve the east-west interregional movement of people and goods and reflect a partnership effort between the State and local agencies.
- 0941 STA 120 Oakdale Expressway/Bypass - Construct 2-lane expressway on new alignment**  
Rural partnership between the State and local agencies to improve travel for both regional residents and for recreational travel into the foothills and Yosemite.
- 0332D YOL 50 Harbor Boulevard Project - Widen overcrossing to 6 lanes and revise ramps**  
Improve safety, mobility and intermodal transfer for goods to the Sacramento Port facility.
- 0145M PLA 65 Lincoln Bypass - Construct new 4-lane expressway/freeway on new alignment**  
Bypass project around a fast-growing community in the Sacramento metropolitan region to enhance the quality of life in the community while accommodating future growth.
- 0482R LA 60 Route 60 HOV from Route 605 to Azusa Avenue - Construct one HOV lane in each direction**  
Provide continuity to other HOV lanes, add capacity, reduce congestion, minimize air quality and reduce accidents.
- 4110 ORA 74 Route 5 to Antonio Parkway Widening**  
Improve traffic flow and accommodate future travel demands.
- 0048W RIV 91 Route 91/71 Animal Crossing Study**  
Study effects of recently constructed animal crossings. (Mitigation commitment for Route 71 Widening project)
- 2223 LA 134 New Route 134 On-Ramp at Hollywood Way**  
Improve traveling conditions for interregional and regional commuters.
- 3331 LA 138 Route 138 Widening - Various locations, from Avenue T to Route 18**
- 3325 LA 138 Route 138 Widening - Near Palmdale, from 60th Street East to 0.5 km east of Avenue T-8**





- 3326 LA 138 Route 138 Widening - Near Littlerock, from 77th Street East to 89th Street East**
- 3327 LA 138 Route 138 Widening - Near Pearblossom, from 96th Street East to 106th Street East**
- 0694Q LA 138 Route 138 Widening - Near Llano, from 175th Street East to Largo Vista Road**
- 3328 LA 138 Route 138 Widening - Near Pearblossom, from 126th Street East to Longview Road**  
Improve safety, provide mobility and congestion relief on SR 138 which connects two of the State's fast growing urbanized areas of Antelope Valley and Victorville.
- 0012J LA 1 Pacific Coast Highway Grade Separation**  
Acquire right of way for the Pacific Highway Grade Separation, on Route 1 in Los Angeles between Coil Avenue and Dominguez Channel.
- 239D SBD 138 Widen to 4-lanes from Route 18 to Route 15 (Phase 1)**  
Improve safety, provide mobility and congestion relief on SR 138 which connects two of the State's fast growing urbanized areas of Antelope Valley and Victorville.
- 3209Y ED Mitigation Landscaping**  
Split out landscaping from the Placerville operational improvement project from Lawyer Drive to Bedford Avenue.

## Multimodal Projects





### New Multimodal Projects

(\$'s x 1000)

CO	PPNO	Project	Comments	Other Funding	ITIP
LA	2063	Rosecrans/Marquardt Triple Track/Grade Sep.	Add new project FY 07-08	IIP New	6,200
SD	2062	Solana Beach Parking Structure	Add new project FY 06-07	IIP New	6,000
VAR	2061	Oakland/Los Angeles Maint. Facilities Security	Add new project FY 06-07	IIP New	3,540
VAR	2064	San Jose to Oakland Capacity Improvements	New project FY 06-07 funded from Bahia Viaduct	IIP New	1,060
VAR	2065	Capitalized maintenance – Capital Corridor, Pacific Surfliner & San Joaquin Corridor	Add new project FY 06-07	IIP New	6,000
VAR	2066	Stockton ACE Northwest Track Connection	Add new project FY 06-07	IIP New	5,000
VAR	2067	Santa Paula Branch Line	Add new project FY 06-07	IIP New	6,750

### Existing Multimodal Projects

(\$'s x 1000)

CO	PPNO	Project	Comments	Other Funding	ITIP
ALA	2021	Livermore Valley Siding	Programmed in FY 07-08	TCRP, Other State	1,000
ALA	2103	BART Oakland Airport Connector - PA&ED	Programmed in FY 07-08	RIP	10,000
ALA	2020	Emeryville Intermodal Transfer Station	(Advance from 08/09 to 06/07)	RIP, Local	4,200
CC	2011G	BART Richmond Station Additional Parking	Programmed in FY 07-08	RIP, TCRP, DEMO	2,000
FRE	2041	San Joaquin Track Improvements (Figarden)	Programmed in FY 05-06	GF IIP	13,539
LA	2318	Alameda Corridor East Grade Separations	Programmed in FY 08-09	RIP, TCRP, DEMO, Local	71
LA	9814	Glendale Grade Separation	Programmed in FY 07-08	IIP	16,375
LA	2023A	AB 3090 Replacement	Programmed in FY 08-09	IIP	5,000
LA	2002	La Mirada to DT Junction Third Track	Advance from 08/09 to 06/07	IIP	6,396
MAD	2025	Madera Amtrak Station Relocation	Programmed in FY 06-07	IIP	705
ORA	2026	Fullerton Transportation Center parking expansion	Programmed in FY 07-08	RIP, Local	8,000
PLA	9879	Roseville Track and Signal Improvements	Programmed in FY 08-09	RIP, Local	3,530
RIV	0079D	N. Main Corona Parking Structure	Programmed in FY 08-09	IIP	9,500
SAC	2027	Elk Grove Intercity Rail Station	Programmed in FY 07-08	IIP	800
SCL	2008	Capitol Corridor-San Jose-Santa Clara Fourth Main	Programmed in FY 07-08	IIP, Local	20,600
SD	7301	Sorrento to Miramar Double Track/Realign	Programmed in FY 07-08	IIP, Local	5,300
SD	9069A	Sorrento to Miramar Double Track	Programmed in FY 07-08	GF IIP	21,390
SD	9865	San Dieguito River Bridge Replacement	Programmed in FY 06-07	IIP	855
SJ	2030	Capacity Improvements	Programmed in FY 08-09	IIP, TCRP	24,200
SJ	2031	Stockton SP Depot Restoration	Advance from 07/08 to 06/07	RIP, Local	3,400
VAR	0079E	2 Cabs cars and 3 locomotives	Programmed in FY 07-08	IIP	12,000
VEN	2034	Replacement Rail Moorpark to Simi Valley	Advance from 08/09 to 06/07	IIP	4,000

Multimodal Projects no Longer in the ITIP (\$'s x 1000)			
CO	PPNO	Project	Comments
CC	9878	Richmond Intermodal Transfer Station	AB 3090 replacement project 2011G
LA	2023	Los Angeles Storage Facilities & Track	AB 3090 replacement project PPNO 2023A
ORA	9656	Placentia Avenue Grade Separation	Allocated FY 05-06
ORA	9655	Yorba Linda Train Station	Transferred funds to PPNO 2026
SD	7300	Del Mar Bluff Stabilization	Allocated FY 2004/05
SD	2029	Oceanside Transit Center Parking Structure	Project deleted FY 2004/05
VAR	2017	Statewide Development of Carsharing	Delete project
VEN	2024	Tunnel 26 Seismic Improvements	Allocated FY 2004/05
VEN	9877	Oxnard Station Parking Improvements	Allocated FY 2005/06
SOL	6045L	Bahia Viaduct Track Upgrade	\$1,060K moved to San Jose Capacity project

### **Importance**

The multi-modal systems in California are a vital part of the State's total transportation system. The State's Intercity passenger rail system (Amtrak), comprised of the Surfliner, San Joaquin, and Capitol routes, carries more than 3.6 million passengers per year between urban centers and interregional destinations. The routes parallel congested Interstate and other highway routes providing alternatives to personal vehicles. The major commuter rail systems in the largest urban centers carry over 600,000 passengers daily combined providing mobility and alternatives to congested state routes. Improved multi-modal transfer stations are critical facilities/services to encourage increased use of rail/transit. Smart growth planning by regions and local jurisdictions around rail/transit stations and lines in the urban and metropolitan areas for housing, commercial and jobs creation will ensure both a higher return on the transportation investment and improved quality of life. Comprehensive corridor planning that emphasizes a complete strategy of smart growth (creation of jobs/housing), improved multi-modal systems and connectivity, and optimization of high standard state routes (Interstates) will ensure sustained economic health, livelihood and mobility in California.

### **New Projects:**

#### **Oakland/Los Angeles Maintenance Facilities Security**

Construct security measures to enhance security that will ensure mobility across the state with a well functioning and secure Intercity rail system.

#### **Capitalized Maintenance – Capitol Corridor, Pacific Surfliner & San Joaquin Corridor**

Track maintenance for the three main rail corridors will allow the system to operate reliably and to minimize the impact on the host railroad.

#### **Solana Beach Parking Structure**

Construct a parking structure as part of a multi-million dollar mixed-use development project including transit, residential, commercial, and non-profit use.

#### **Rosecrans/Marquardt Triple Track and Grade Separation**

Part of a comprehensive \$350M project which will construct 15 miles of a third main track and a grade crossing at the Rosecrans/Marquardt intersection.

### **San Jose to Oakland Capacity Improvements**

Construct track and signal infrastructure along the Capitol Corridor as part of a larger project that will address the unmet needs of the traveling public along this line.

### **Stockton ACE Northwest Track Connection**

Designs and constructs a new station that eliminates existing bus transfers and connections while accommodating additional San Joaquin rail service capacity currently not being utilized.

### **Santa Paula Branch Line**

Improves and upgrades existing rail lines on the Santa Paula Branch line as part of a larger project connecting with Metrolink at various locations in Los Angeles County.

## **Existing Projects:**

### **0079D RIV N. Main Corona Parking Structure**

Construct 1,000 parking space structure for commuter service to congestion along the SR 91.

### **0079E VAR 2 Cab cars and 3 locomotives**

Provide additional equipment needed to expand rail service between Riverside, Orange, and Los Angeles Counties.

### **2002 LA La Mirada to DT Junction Third Track**

Add third track to facilitate the integration of freight rail and passenger rail operations (Amtrak and Metrolink) in a critical rail corridor and increase interregional passenger rail service.

### **2008 SCL Capitol Corridor-San Jose-Santa Clara Fourth Main**

Increase rail track capacity to improve on-time performance, schedule flexibility, and corridor reliability for the Capitol Corridor, ACE, and Caltrain services freight.

### **2011G CC BART Richmond Station Additional Parking**

Construct an additional level on the parking structure.

### **2020 ALA Emeryville Intermodal Transfer Station**

Improve bus transfers between Amtrak intercity trains and local and feeder bus service and increase parking availability for rail patrons to increase ridership and improve reliability.

### **2021 ALA Livermore Valley Siding**

Extend siding by 8,000 feet for safe passing/staging area for trains traveling bi-directionally on the single track service both commuter passenger rail and commercial freight rail traffic.

### **2023A LA AB 3090 Replacement**

### **2025 MAD Madera Amtrak Station Relocation**

Relocate the Madera Intercity Rail site to a more visible, accessible, convenient and safe location and is expected to increase ridership on the San Joaquin and Amtrak routes.

### **2026 ORA Fullerton Transportation Center - parking expansion**

Add parking spaces at the Fullerton Transportation Center needed to increase ridership on intercity train service between San Diego and San Luis Obispo and Los Angeles and Riverside counties.

### **2041 FRE San Joaquin Track Improvements**

Increase capacity of commuter rail, improve reliability and reduce running times on this vital interregional commuter rail corridor between the high growth Central Valley and the Bay Area.

### **2027 SAC Elk Grove Intercity Rail Station**

Provide a conveniently located passenger rail station and parking for area residents, increasing the desirability of using the San Joaquin Intercity passenger service.

### **2030 SJ Capacity Improvements**

Increase capacity of commuter rail, improve reliability and reduce running times on this vital interregional commuter rail corridor between the high growth Central Valley and the Bay Area.



**Capitol Corridor in Alameda County**



**Pacific Surfliner - San Diego County**

**2031 SJ Stockton SP Depot Restoration**

Restore the historic SP Depot in Stockton for use as a multimodal center for commuters using ACE, Amtrak San Joaquin, Greyhound Bus, SMART, and San Luis Obispo Counties.

**2034 VEN Replacement Rail Moorpark to Simi Valley**

Improve commuter passenger safety, security and ensure security of freight movements along route.

**2103 ALA BART Oakland Airport Connector**

Provide a direct access from the BART system to the Oakland International Airport to improve reliability and convenience of travel and reduce congestion.

**2318 LA Alameda Corridor East Grade Separations**

Separate vehicular traffic on SR1 from freight rail traffic to and from the ports of Los Angeles and Long Beach.

**7301 9069A SD Sorrento to Miramar Double Track/Realign**

Add capacity, improve speed and operational efficiency of the mainline tracks.

**9814 LA Glendale Grade Separation (Pacific Surfliner) at SR 134**

Eliminate delays, improve reliability of both commuter and freight rail service.

**9865 SD San Dieguito River Bridge Replacement**

Replace bridge and add a second track to improve reliability, improve operational flexibility, and reduce maintenance cost.

**9879 PLA Roseville Third Track**

Improve running times and on-time performance of the Capital Corridor intercity passenger rail service between Sacramento and Auburn and will allow for overall expansion.





**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(S's x 1000)

						Fiscal Year										Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con	
01	LAK	29	0122C	Diener Dr. to North Rte. 175 Upgrade Expressway	IIP Base	2,975	2,975								775	2,200					
01	LAK	29	0122C	Diener Dr. to North Rte. 175 Upgrade Expressway	IIP Change	2,750	2,750								2,415	335					
					Total	5,725	5,725								3,190	2,535					
01	MEN	101	0125F	Willits Bypass	GFIIP Base	64,936	9,000							55,936				9,000		55,936	
01	MEN	101	0125F	Willits Bypass	GFIIP Change																
01	MEN	101	0125F	Willits Bypass	IIP Base	39,167	2,993							36,174		2,546	447		1,481	34,693	
01	MEN	101	0125F	Willits Bypass	IIP Change	6,766	6,766								5,721	753	292				
					Total	110,869	18,759							92,110	5,721	3,299	739	9,000	1,481	90,629	
01	MEN	101	0133J	Hopland Bypass	IIP Base	7,200	7,200								7,200						
					Total	7,200	7,200								7,200						
02	LAS	36	3048	Susanville Town Hill	IIP Base	2,630	530					2,100			130	300	50	50	150	1,950	
02	LAS	36	3048	Susanville Town Hill	IIP Change	64						64							5	59	
					Total	2,694	530					2,164			130	300	50	50	155	2,009	
02	SHA	44	0137	Stillwater	IIP Base	440	440								440						
					Total	440	440								440						
02	SHA	44	3116	Dana to Downtown - Phase B	IIP Base	2,936	270		70			2,596				270	43	27	396	2,200	
02	SHA	44	3116	Dana to Downtown - Phase B	IIP Change	5,300						5,300								5,300	
					Total	8,236	270		70			7,896				270	43	27	396	7,500	
02	SHA	44	6650	Dana to Downtown - Phase A	IIP Base	15,029	1,065		244			13,720			400	665	67	177	905	12,815	
					Total	15,029	1,065		244			13,720			400	665	67	177	905	12,815	
02	SHA	299	0166A	Buckhorn Grade - Environmental Only	IIP Base	5,088	5,088								5,088						
					Total	5,088	5,088								5,088						



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(\$'s x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
02	TRI	299	3104	Sand House Curve	IIP Base	2,682	34		211		38	2,399			34	211	16	22	126	2,273
02	TRI	299	3104	Sand House Curve	IIP Change	791						791							4	787
					<b>Total</b>	<b>3,473</b>	<b>34</b>		<b>211</b>		<b>38</b>	<b>3,190</b>			<b>34</b>	<b>211</b>	<b>16</b>	<b>22</b>	<b>130</b>	<b>3,060</b>
03	BUT	70	2262	Ophir Road (Phase 1)	IIP Base	10,100	2,500		1,164			6,436			1,250	1,250	500	664	1,100	5,336
03	BUT	70	2262	Ophir Road (Phase 1)	IIP Change	1,937						1,937							33	1,904
					<b>Total</b>	<b>12,037</b>	<b>2,500</b>		<b>1,164</b>			<b>8,373</b>			<b>1,250</b>	<b>1,250</b>	<b>500</b>	<b>664</b>	<b>1,133</b>	<b>7,240</b>
03	BUT	70	A0364A	Marysville Bypass	IIP Base	3,000	3,000								3,000					
					<b>Total</b>	<b>3,000</b>	<b>3,000</b>								<b>3,000</b>					
03	ED	50	3209Y	Placerville Ops. Mitigation Landscape	IIP Base	375							375							375
03	ED	50	3209Y	Placerville Ops. Mitigation Landscape	IIP Change	11							11							11
					<b>Total</b>	<b>386</b>							<b>386</b>							<b>386</b>
03	NEV	49	4107	Lime Kiln to Grass Valley Widening	IIP Base	9,080	2,400					3,800	2,880		1,750	650	300	3,500	500	2,380
03	NEV	49	4107	Lime Kiln to Grass Valley Widening	IIP Change	86							86						15	71
					<b>Total</b>	<b>9,166</b>	<b>2,400</b>					<b>3,800</b>	<b>2,966</b>		<b>1,750</b>	<b>650</b>	<b>300</b>	<b>3,500</b>	<b>515</b>	<b>2,451</b>
03	PLA	65	0145M	Lincoln Bypass	IIP Base	93,923	15,718							78,205	2,000	5,000	1,350	7,368	6,100	72,105
03	PLA	65	0145M	Lincoln Bypass	IIP Change	14,762				10,000				4,762				10,000	371	4,391
					<b>Total</b>	<b>108,685</b>	<b>15,718</b>			<b>10,000</b>				<b>82,967</b>	<b>2,000</b>	<b>5,000</b>	<b>1,350</b>	<b>17,368</b>	<b>6,471</b>	<b>76,496</b>
03	PLA	80	0146D	I-80 Capacity/Operational Improvements	IIP Base	4,600	4,300		300						2,000	2,300	200	100		
					<b>Total</b>	<b>4,600</b>	<b>4,300</b>		<b>300</b>						<b>2,000</b>	<b>2,300</b>	<b>200</b>	<b>100</b>		
03	PLA	80	0151D	Sierra College Blvd. Interchange Reconstruction	IIP Base	11,000						11,000								11,000
03	PLA	80	0151D	Sierra College Blvd. Interchange Reconstruction	IIP Change	330						330								330
					<b>Total</b>	<b>11,330</b>						<b>11,330</b>								<b>11,330</b>



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(\$'s x 1000)

						Fiscal Year										Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con	
03	SAC	50	6199C	Bus/Carpool lanes & Community Enhancements	IIP Base	2,500	2,500								2,500						
					Total	2,500	2,500								2,500						
03	SUT	70	0289B	Sutter/Yuba Route 70 Corridor Project	IIP Base	110,231	21,000			2,000	87,231				1,000	8,000	2,000	12,000	10,000	77,231	
03	SUT	70	0289B	Sutter/Yuba Route 70 Corridor Project	IIP Change	21,368	2,000			9,800	9,568					2,000	1,000	8,800	1,000	8,568	
					Total	131,599	23,000			11,800	96,799				1,000	10,000	3,000	20,800	11,000	85,799	
03	SUT	99	8361A	Sutter Route 99 Corridor Project (Segment 1)	IIP Base	10,000	2,026		7,974						423	1,133	230	240	1,031	6,943	
03	SUT	99	8361A	Sutter Route 99 Corridor Project (Segment 1)	IIP Change	3,152	282			2,870					182	100				2,870	
					Total	13,152	2,308		7,974	2,870					605	1,233	230	240	1,031	9,813	
03	SUT	99	8362A	Widen to 4 Lanes With a Median (Segment 4)	IIP Base	33,619	844		1,926			30,849			137	707	960	966	2,164	28,685	
03	SUT	99	8362A	Widen to 4 Lanes With a Median (Segment 4)	IIP Change	1,680				754		926						754	65	861	
					Total	35,299	844		1,926	754		31,775			137	707	960	1,720	2,229	29,546	
03	YOL	50	0332D	Harbor Boulevard Project	IIP Base	5,360	1,275					4,085			175	1,100	335	3,750			
03	YOL	50	0332D	Harbor Boulevard Project	IIP Change	565	500					65				500	65				
					Total	5,925	1,775					4,150			175	1,600	400	3,750			
03	YUB	65	A0362A	Third River Bridge	IIP Base	3,000	3,000								3,000						
03	YUB	65	A0362A	Third River Bridge	IIP Change	-1,288	-1,288								-1,288						
					Total	1,712	1,712								1,712						
03	YUB	70	9725B	Algedon Road Interchange	IIP Base	5,250							5,250							5,250	
03	YUB	70	9725B	Algedon Road Interchange	IIP Change	320							320							320	
					Total	5,570							5,570							5,570	
04	ALA	24	0057A	Route 24/Caldecott Tunnel Corridor	IIP Base	18,000	8,000			10,000					7,000	10,000	200	800			
					Total	18,000	8,000			10,000					7,000	10,000	200	800			



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(\$'s x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year										Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con		
04	ALA	92	0090C	Hesperian/Santa Clara Retrofit Soundwall	GIIP Base	670							670								670	
					<b>Total</b>	<b>670</b>							<b>670</b>								<b>670</b>	
04	ALA	680	0177	Sunol Grade HOV Corridor- Northbound	IIP Base	33,020	7,940						25,080		3,500	4,440			6,030	19,050		
04	ALA	680	0177	Sunol Grade HOV Corridor- Northbound	IIP Change	1,527							1,527						367	1,160		
					<b>Total</b>	<b>34,547</b>	<b>7,940</b>						<b>26,607</b>		<b>3,500</b>	<b>4,440</b>			<b>6,397</b>	<b>20,210</b>		
04	ALA	680	A0157D	Sunol Grade HOV Corridor-SB (HOT Lane)	IIP Base	25,270	3,500					21,770				3,500			2,650	19,120		
04	ALA	680	A0157D	Sunol Grade HOV Corridor-SB (HOT Lane)	IIP Change	654	2,000					-1,346				2,000			7,317	-8,663		
					<b>Total</b>	<b>25,924</b>	<b>5,500</b>					<b>20,424</b>				<b>5,500</b>			<b>9,967</b>	<b>10,457</b>		
04	CC	4	0192E	SR-4 East Widening from Loveridge to Somersville	IIP Base	3,000			3,000									3,000				
					<b>Total</b>	<b>3,000</b>			<b>3,000</b>									<b>3,000</b>				
04	MRN	101	A0360F	Route 101 Novato Narrows Freeway Upgrade	IIP Base	14,100	2,500				2,200		9,400		2,500	2,200	1,000	8,400				
					<b>Total</b>	<b>14,100</b>	<b>2,500</b>				<b>2,200</b>		<b>9,400</b>		<b>2,500</b>	<b>2,200</b>	<b>1,000</b>	<b>8,400</b>				
04	NAP	12	0367D	Jamieson Canyon	IIP Base	2,000			2,000							2,000						
					<b>Total</b>	<b>2,000</b>			<b>2,000</b>							<b>2,000</b>						
04	SCL	101	0468F	Route 101 Landscaping	IIP Base	1,460	193							1,267		193		23	192	1,052		
04	SCL	101	0468F	Route 101 Landscaping	IIP Change	64								64						64		
					<b>Total</b>	<b>1,524</b>	<b>193</b>							<b>1,331</b>		<b>193</b>		<b>23</b>	<b>192</b>	<b>1,116</b>		
04	SCL	152	0070	SR-152/SR-156 Interchange Improvements	IIP Base	5,310			5,310							55			2,273	2,982		
					<b>Total</b>	<b>5,310</b>			<b>5,310</b>							<b>55</b>			<b>2,273</b>	<b>2,982</b>		
04	SCL	152	0486G	Truck Climbing Lanes	IIP Base	1,400		400	1,000									400		1,000		
04	SCL	152	0486G	Truck Climbing Lanes	IIP Change	800			800											800		
					<b>Total</b>	<b>2,200</b>		<b>400</b>	<b>1,800</b>									<b>400</b>		<b>1,800</b>		



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(\$'s x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
04	SF	101	0619A	Doyle Drive Replacement	IIP Base	28,000	28,000									28,000				
04	SF	101	0619A	Doyle Drive Replacement	IIP Change	-28,000	-28,000									-28,000				
					<b>Total</b>	<b>0</b>	<b>0</b>									<b>0</b>				
04	SM	1	0626	Devils Slide Bypass	IIP Base	750						750								750
04	SM	1	0626	Devils Slide Bypass	IIP Change	-750						-750								-750
					<b>Total</b>	<b>0</b>						<b>0</b>								<b>0</b>
04	SM	101	0700B	Route 101 Auxiliary Lanes	IIP Base	15,963			15,963										6,650	9,313
					<b>Total</b>	<b>15,963</b>			<b>15,963</b>										<b>6,650</b>	<b>9,313</b>
04	SOL	37	5201F	Route 29/37 Interchange - Highway Planting	IIP Base	3,046					3,046								246	2,800
					<b>Total</b>	<b>3,046</b>					<b>3,046</b>								<b>246</b>	<b>2,800</b>
04	SOL	80	5306	Follow up Landscaping	IIP Base	400					50	350				50		50	50	250
04	SOL	80	5306	Follow up Landscaping	IIP Change	48						48							3	45
					<b>Total</b>	<b>448</b>					<b>50</b>	<b>398</b>				<b>50</b>		<b>50</b>	<b>53</b>	<b>295</b>
04	SOL	80	8273B	Route 80 Widening Landscaping	IIP Base	1,287						165	1,122			165	101	45	76	900
04	SOL	80	8273B	Route 80 Widening Landscaping	IIP Change	60							60						5	55
					<b>Total</b>	<b>1,347</b>						<b>165</b>	<b>1,182</b>			<b>165</b>	<b>101</b>	<b>45</b>	<b>81</b>	<b>955</b>
04	SON	101	0770B	SON 101- Early Operational Improvements	IIP Base	5,000	1,000		4,000						200	750	50		800	3,200
					<b>Total</b>	<b>5,000</b>	<b>1,000</b>		<b>4,000</b>						<b>200</b>	<b>750</b>	<b>50</b>		<b>800</b>	<b>3,200</b>
04	SON	101	B0360F	Route 101 Novato Narrows Freeway Upgrade	IIP Base	2,500	2,500								2,500					
					<b>Total</b>	<b>2,500</b>	<b>2,500</b>								<b>2,500</b>					
05	MON	1	0032G	Salinas Road Interchange	IIP Base	1,114	1,114								1,114					
					<b>Total</b>	<b>1,114</b>	<b>1,114</b>								<b>1,114</b>					



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(\$'s x 1000)

						Fiscal Year									Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
05	MON	101	0058E	San Juan Road Interchange	IIP Base	1,459	1,459								1,459					
05	MON	101	0058E	San Juan Road Interchange	IIP Change	2,841	2,841								2,841					
					Total	4,300	4,300								4,300					
05	MON	101	0058G	Prunedale Improvement Project	GFIIP Base	69,815			47,554				22,261					47,554		22,261
05	MON	101	0058G	Prunedale Improvement Project	GFIIP Change	668							668							668
05	MON	101	0058G	Prunedale Improvement Project	IIP Base	50,530			11,563				38,967					11,563		38,967
05	MON	101	0058G	Prunedale Improvement Project	IIP Change	1,169							1,169							1,169
					Total	122,182			59,117				63,065					59,117		63,065
05	MON	101	0318	Airport Boulevard Overcrossing (Phase 1)	IIP Base	98	98								98					
					Total	98	98								98					
05	MON	156	0057C	Route 156 West Corridor	IIP Base	6,007	6,007								5,985	6	16			
					Total	6,007	6,007								5,985	6	16			
05	SB	101	B4459	Santa Maria River Bridge Widening (part 2 of 2)	IIP Base	430	430								430					
					Total	430	430								430					
05	SBT	156	0297	San Juan Bautista 4-lane expressway	IIP Base	8,132	8,132								858	3,028	476	3,770		
05	SBT	156	0297	San Juan Bautista 4-lane expressway	IIP Change	8,510			8,510								438	8,072		
					Total	16,642	8,132		8,510						858	3,028	914	11,842		
05	SLO	41	0452	Cottonwood Truck Climbing Lane	IIP Base	4,294	364		3,930						364				500	3,430
					Total	4,294	364		3,930						364				500	3,430
05	SLO	46	0226A	Route 46 Corridor Improvements (Environmental)	IIP Base	6,900	6,900								6,900					
					Total	6,900	6,900								6,900					





**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(S's x 1000)

						Fiscal Year										Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAE D	PS&E	R/W Sup	R/W	Con Sup	Con	
05	SLO	46	0226B	Route 46 Corridor Improvements (Union)	IIP Base	21,800	1,100			20,700						900	200		1,000	19,700	
05	SLO	46	0226B	Route 46 Corridor Improvements (Union)	IIP Change	-17,500	1,000			-18,500						500	500	1,200		-19,700	
					Total	4,300	2,100			2,200						1,400	700	1,200	1,000	0	
05	SLO	46	0226C	Route 46 Corridor Improvements (Whitley 1)	IIP Base	17,900	2,600						15,300			700	200	1,700	700	14,600	
05	SLO	46	0226C	Route 46 Corridor Improvements (Whitley 1)	IIP Change	18,700	-1,100						19,800			200	-200	-1,100		19,800	
					Total	36,600	1,500						35,100			900	0	600	700	34,400	
05	SLO	46	0226D	Route 46 Corridor Improvements (Whitley 2)	IIP Base	5,700	5,000				700					700	200	4,100	700		
05	SLO	46	0226D	Route 46 Corridor Improvements (Whitley 2)	IIP Change	-1,200	-500				-700					-700	-200	400	-700		
					Total	4,500	4,500				0					0	0	4,500	0		
05	SLO	101	4856	SLO Operational Improvements – 2 locations	IIP Base	519	227	292							227	218	16	58			
05	SLO	101	4856	SLO Operational Improvements – 2 locations	IIP Change	185		60		125						125		60			
					Total	704	227	352		125					227	343	16	118			
05	SLO	101	4856A	SLO Operational Improvements (#1,2 & 5)	IIP Base	746	327	419							327	314	23	82			
05	SLO	101	4856A	SLO Operational Improvements (#1,2 & 5)	IIP Change	275				275						275					
					Total	1,021	327	419		275					327	589	23	82			
05	SLO	101	A4459	Santa Maria River Bridge Widening (part 1 of 2)	IIP Base	710	710								710						
					Total	710	710								710						
06	FRE	41	1350	County Line Expressway	IIP Base	11,080	1,080		1,500				8,500		1,080	1,500	1,000	7,500			
					Total	11,080	1,080		1,500				8,500		1,080	1,500	1,000	7,500			
06	FRE	99	1530Y	Kingsburg/Selma Replacement Planting	IIP Base	1,300							1,300						300	1,000	
06	FRE	99	1530Y	Kingsburg/Selma Replacement Planting	IIP Change	199						120	79		20	100			18	61	
					Total	1,499						120	1,379		20	100			318	1,061	



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(\$'s x 1000)

						Fiscal Year									Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
06	KER	14	8042	Freeman Gulch Widening	IIP Base	1,520	1,520								1,520					
					Total	1,520	1,520								1,520					
06	KER	46	3380A	Rte. 46 Expressway (Segment 2)	IIP Base	1,365	365	600		150	250				365	600		150	250	
					Total	1,365	365	600		150	250				365	600		150	250	
06	KER	46	3386	Rte. 46 Expressway (Segment 1)	IIP Base	13,465		225				13,240				225	775	12,465		
06	KER	46	3386	Rte. 46 Expressway (Segment 1)	IIP Change	-4,925		-225				-4,700				-225	-775	-12,465		8,540
					Total	8,540		0				8,540				0	0	0		8,540
06	KER	46	3386A	Rte. 46 Expressway (Segment 3)	IIP Change	4,925	525	225				4,175				225	525	4,175		
					Total	4,925	525	225				4,175				225	525	4,175		
06	KER	395	8539	Inyokern 4 Lane	IIP Base	800	800								800					
					Total	800	800								800					
06	KIN	198	A4360B	Route 198 Expressway, Rte. 43 to Rte. 99	IIP Base	1,100	1,100									1,100				
					Total	1,100	1,100									1,100				
06	MAD	99	5410	Fairmead Interchange & 6-lane Freeway	IIP Base	48,658	11,204		37,454						1,385	2,914	810	6,095	3,340	34,114
06	MAD	99	5410	Fairmead Interchange & 6-lane Freeway	IIP Change	15,600	600			15,000							600			15,000
					Total	64,258	11,804		37,454	15,000					1,385	2,914	1,410	6,095	3,340	49,114
06	TUL	99	6400	Tagus Ranch 6-lane freeway	IIP Base	1,600	1,600								1,600					
					Total	1,600	1,600								1,600					
06	TUL	99	6480	Goshen/Kingsburg 6-Lane	IIP Base	2,202	2,202								2,202					
					Total	2,202	2,202								2,202					
06	TUL	198	B4360B	Route 198 Expressway, Rte. 43 to Rte. 99	IIP Base	500	500									500				
					Total	500	500									500				



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(S's x 1000)

						Fiscal Year										Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con	
07	LA	1	0012J	Pacific Coast Highway Grade Separation	IIP Base	21,187	21,187										2,160	19,027			
					Total	21,187	21,187										2,160	19,027			
07	LA	5	0151E	Ultimate HOV/Empire Interchange Improvements	IIP Base	10,968	5,223					5,745			822	4,401	4,685	1,060			
07	LA	5	0151E	Ultimate HOV/Empire Interchange Improvements	IIP Change	1,824	1,824			3,560		-3,560				1,824	-2,185			2,185	
					Total	12,792	7,047			3,560		2,185			822	6,225	2,500	1,060		2,185	
07	LA	5	2120	I-5 Western I/C Modification	IIP Base	9,570	825		8,745						242	583	314	8,431			
07	LA	5	2120	I-5 Western I/C Modification	IIP Change	2,556	2,157		399						117	2,040	399				
					Total	12,126	2,982		9,144						359	2,623	713	8,431			
07	LA	5	2808	I 5 Widening - Orange County Line to Route 605	IIP Base	17,000	12,599					4,401				12,599	4,401				
					Total	17,000	12,599					4,401				12,599	4,401				
07	LA	5	2808A	I-5 Carmenita Interchange	IIP Base	750	750											750			
					Total	750	750											750			
07	LA	10	0309S	Baldwin Park - Soundwalls	GFIIP Base	3,784	142						3,642					142		3,642	
07	LA	10	0309S	Baldwin Park - Soundwalls	GFIIP Change	222							222							222	
07	LA	10	0309S	Baldwin Park - Soundwalls	IIP Change	916				162			754					162		754	
					Total	4,922	142			162			4,618					304		4,618	
07	LA	60	0482R	Rte. 60 HOV from Rte. 605 to Azusa Ave.	IIP Base	5,100	5,100									5,100					
07	LA	60	0482R	Rte. 60 HOV from Rte. 605 to Azusa Ave.	IIP Change	1,000	1,000									1,000					
					Total	6,100	6,100									6,100					
07	LA	101	2789	Van Nuys - Van Nuys Blvd. Off-Ramps	IIP Base	8,000	1,342						6,658		205	921	98	118	1,171	5,487	
07	LA	101	2789	Van Nuys - Van Nuys Blvd. Off-Ramps	IIP Change	1,009	261						748		261				35	713	
					Total	9,009	1,603						7,406		466	921	98	118	1,206	6,200	



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							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
07	LA	105	2119	Sepulveda to Nash WB Off Ramp Widening	IIP Base	7,394	2,534				4,860				3	1,288	226	1,017	1,239	3,621
07	LA	105	2119	Sepulveda to Nash WB Off Ramp Widening	IIP Change	3,223	816			483	1,924				464	300	52	483	167	1,757
				<b>Total</b>		<b>10,617</b>	<b>3,350</b>			<b>483</b>	<b>6,784</b>				<b>467</b>	<b>1,588</b>	<b>278</b>	<b>1,500</b>	<b>1,406</b>	<b>5,378</b>
07	LA	134	2223	New Route 134 On-Ramp at Hollywood Way	IIP Base	18,720	2,276		16,444						309	1,052	165	750	1,320	15,124
07	LA	134	2223	New Route 134 On-Ramp at Hollywood Way	IIP Change	4,162	4,162								745	2,660	757			
				<b>Total</b>		<b>22,882</b>	<b>6,438</b>		<b>16,444</b>						<b>1,054</b>	<b>3,712</b>	<b>922</b>	<b>750</b>	<b>1,320</b>	<b>15,124</b>
07	LA	138	0694Q	Route 138 Widening	IIP Base	16,852	6,852					10,000			960	2,895	391	2,606	600	9,400
07	LA	138	0694Q	Route 138 Widening	IIP Change	300						300							18	282
				<b>Total</b>		<b>17,152</b>	<b>6,852</b>					<b>10,300</b>			<b>960</b>	<b>2,895</b>	<b>391</b>	<b>2,606</b>	<b>618</b>	<b>9,682</b>
07	LA	138	3325	Route 138 Widening	IIP Base	928	928											928		
07	LA	138	3325	Route 138 Widening	IIP Change	668				668								668		
				<b>Total</b>		<b>1,596</b>	<b>928</b>			<b>668</b>								<b>1,596</b>		
07	LA	138	3326	Route 138 Widening	IIP Base	90	90											90		
				<b>Total</b>		<b>90</b>	<b>90</b>											<b>90</b>		
07	LA	138	3327	Route 138 Widening	IIP Base	1,547	1,547											1,547		
				<b>Total</b>		<b>1,547</b>	<b>1,547</b>											<b>1,547</b>		
07	LA	138	3328	Route 138 Widening	IIP Base	106	106											106		
				<b>Total</b>		<b>106</b>	<b>106</b>											<b>106</b>		
07	LA	138	3331	Route 138 Widening	IIP Base	4,572	4,572								667	2,048	1,857			
				<b>Total</b>		<b>4,572</b>	<b>4,572</b>								<b>667</b>	<b>2,048</b>	<b>1,857</b>			
07	LA	405	0831	Rte. 405-Arbor Vitae-Southhalf of I/C	IIP Base	7,240	5,866					1,374						5,866		1,374
				<b>Total</b>		<b>7,240</b>	<b>5,866</b>					<b>1,374</b>						<b>5,866</b>		<b>1,374</b>



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(\$'s x 1000)

							Fiscal Year								Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
07	LA	710	3612	I-710 Expansion - South	IIP Change	5,000								5,000	5,000					
					Total	5,000								5,000	5,000					
07	LA	710	2215	Rte. 710 study per Record of Decision	IIP Base	2,952	2,952								504	2,448				
					Total	2,952	2,952								504	2,448				
07	LA	710	2019	Atlantic Blvd. Interchange	IIP Base	7,899	1,231					6,668			100	979	152		1,214	5,454
07	LA	710	2019	Atlantic Blvd. Interchange	IIP Change	-6,358	310					-6,668			-94	548	-144		-1,214	-5,454
					Total	1,541	1,541								6	1,527	8			
07	VEN	101	2303	La Conchita & Mussel Shoals Op. Imp.	IIP Base	3,300	3,300								1,500	1,800				
					Total	3,300	3,300								1,500	1,800				
08	RIV		0072H	AB 3090 Replacement Project	IIP Base	10,062							10,062							10,062
08	RIV		0072H	AB 3090 Replacement Project	IIP Change	-10,062							-10,062							-10,062
					Total	0							0							0
08	RIV		0116C	AB 3090 Replacement Project	IIP Base	5,421							5,421							5,421
08	RIV		0116C	AB 3090 Replacement Project	IIP Change	-5,421							-5,421							-5,421
					Total	0							0							0
08	RIV	71	0048W	Wildlife Study	IIP Base	808	808								808					
					Total	808	808								808					
08	RIV	215	0116F	East Junction 60/215 IC Connector	IIP Change	20,733							20,733						4,157	16,576
					Total	20,733							20,733						4,157	16,576
08	RIV	VAR	0021L	Western Riverside MSHCP	IIP Base	5,500		250			5,250				250		250	5,000		
08	RIV	VAR	0021L	Western Riverside MSHCP	IIP Change	-5,250					-5,250						-250	-5,000		
					Total	250		250							250		0	0		



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(S's x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	Fiscal Year							Component					
								04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
08	SBD	10	0154D	Tippecanoe Ave. Interchange improvements	IIP Base	2,500					2,500					2,500				
					<b>Total</b>	<b>2,500</b>					<b>2,500</b>					<b>2,500</b>				
08	SBD	15	0174L	Phase 2 NB Widening	IIP Base	43,576	11,786					31,790			1,018	2,116	384	8,268	4,904	26,886
08	SBD	15	0174L	Phase 2 NB Widening	IIP Change	20,170	520				95	19,555			520			95	2,134	17,421
					<b>Total</b>	<b>63,746</b>	<b>12,306</b>				<b>95</b>	<b>51,345</b>			<b>1,538</b>	<b>2,116</b>	<b>384</b>	<b>8,363</b>	<b>7,038</b>	<b>44,307</b>
08	SBD	15	0176A	I-15 SB Truck Climbing Lane	IIP Base	14,899	1,960					12,939			950	880	130		1,800	11,139
					<b>Total</b>	<b>14,899</b>	<b>1,960</b>					<b>12,939</b>			<b>950</b>	<b>880</b>	<b>130</b>		<b>1,800</b>	<b>11,139</b>
08	SBD	58	0215C	Construct 4-lane Expy. ( Kramer Junction)	IIP Base	24,371	12,489					11,882			4,489	8,000	2,545	9,337		
					<b>Total</b>	<b>24,371</b>	<b>12,489</b>					<b>11,882</b>			<b>4,489</b>	<b>8,000</b>	<b>2,545</b>	<b>9,337</b>		
08	SBD	58	0217F	Widen to 4 lane expressway (Hinkley)	IIP Base	15,007	9,745				5,262				100	9,645	1,081	4,181		
					<b>Total</b>	<b>15,007</b>	<b>9,745</b>				<b>5,262</b>				<b>100</b>	<b>9,645</b>	<b>1,081</b>	<b>4,181</b>		
08	SBD	138	0239D	Rte. 138 - Widen to 4 lanes (Phase 1)	IIP Base	57,664	10,409						47,255		2,974	7,435	2,377	8,256	6,478	30,144
08	SBD	138	0239D	Rte. 138 - Widen to 4 lanes (Phase 1)	IIP Change	1,098							1,098						194	904
					<b>Total</b>	<b>58,762</b>	<b>10,409</b>						<b>48,353</b>		<b>2,974</b>	<b>7,435</b>	<b>2,377</b>	<b>8,256</b>	<b>6,672</b>	<b>31,048</b>
08	SBD	210	0194T	Etiwanda Windbreak Rural Historic Landscape	IIP Base	640		146			494				34	102	10		94	400
08	SBD	210	0194T	Etiwanda Windbreak Rural Historic Landscape	IIP Change	1,005		138			867				80	48	10		206	661
					<b>Total</b>	<b>1,645</b>		<b>284</b>			<b>1,361</b>				<b>114</b>	<b>150</b>	<b>20</b>		<b>300</b>	<b>1,061</b>
08	SBD	395	0260B	US-395 Widening	IIP Base	4,000	4,000								4,000					
					<b>Total</b>	<b>4,000</b>	<b>4,000</b>								<b>4,000</b>					





**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(\$'s x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	Fiscal Year							Component					
								04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
09	INY	395	0172	Manzanar 4-lane expressway	GFIP Base	5,461	896					4,565						896		4,565
09	INY	395	0172	Manzanar 4-lane expressway	GFIP Change	137						137								137
09	INY	395	0172	Manzanar 4-lane expressway	IIP Base	13,203	806					12,397			80	561	7	158	1,120	11,277
09	INY	395	0172	Manzanar 4-lane expressway	IIP Change	5,760	146					5,614					146		1,441	4,173
				<b>Total</b>		<b>24,561</b>	<b>1,848</b>					<b>22,713</b>			<b>80</b>	<b>561</b>	<b>153</b>	<b>1,054</b>	<b>2,561</b>	<b>20,152</b>
09	INY	395	0172A	Manzanar Arch. Pre-Mitigation	IIP Change	800					800									800
				<b>Total</b>		<b>800</b>					<b>800</b>									<b>800</b>
09	INY	395	0191	Independence 4-lane expressway	IIP Base	9,980	3,368	793				5,819			1,387	1,414	567	793	810	5,009
09	INY	395	0191	Independence 4-lane expressway	IIP Change	1,083	378			452		253					378	452		253
				<b>Total</b>		<b>11,063</b>	<b>3,746</b>	<b>793</b>		<b>452</b>		<b>6,072</b>			<b>1,387</b>	<b>1,414</b>	<b>945</b>	<b>1,245</b>	<b>810</b>	<b>5,262</b>
09	INY	395	0191A	Independence Arch. Pre-Mitigation	IIP Change	320					320									320
				<b>Total</b>		<b>320</b>					<b>320</b>									<b>320</b>
09	MNO	395	0241	Highpoint Curve Corrections	IIP Base	525	525								525					
				<b>Total</b>		<b>525</b>	<b>525</b>								<b>525</b>					
10	CAL	4	0304B	Angels Camp Bypass	IIP Base	18,453	3,183					15,270						3,183	1,270	14,000
10	CAL	4	0304B	Angels Camp Bypass	IIP Change	4,164				841		3,323						841	538	2,785
				<b>Total</b>		<b>22,617</b>	<b>3,183</b>			<b>841</b>		<b>18,593</b>						<b>4,024</b>	<b>1,808</b>	<b>16,785</b>
10	MER	99	0528Y	Mission Avenue Interchange Landscape	IIP Base	3,920							3,920			200			320	3,400
10	MER	99	0528Y	Mission Avenue Interchange Landscape	IIP Change	112							112						10	102
				<b>Total</b>		<b>4,032</b>							<b>4,032</b>			<b>200</b>			<b>330</b>	<b>3,502</b>
10	MER	99	0546Y	Livingston Stage II Freeway Landscape	IIP Base	760						100	660			100			160	500
10	MER	99	0546Y	Livingston Stage II Freeway Landscape	IIP Change	20							20						5	15
				<b>Total</b>		<b>780</b>						<b>100</b>	<b>680</b>			<b>100</b>			<b>165</b>	<b>515</b>



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(S's x 1000)

							Fiscal Year								Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
10	MER	99	5401	Freeway Upgrade & Plainsburg Road I/C	IIP Base	3,243	3,243								3,243					
10	MER	99	5401	Freeway Upgrade & Plainsburg Road I/C	IIP Change	2,477							2,477					2,477		
					Total	5,720	3,243						2,477		3,243			2,477		
10	MER	99	5414	Arboleda Road Freeway	IIP Base	30,487	30,487								4,917		970	24,600		
10	MER	99	5414	Arboleda Road Freeway	IIP Change	300				300								300		
					Total	30,787	30,487			300					4,917		970	24,900		
10	MER	99	5479	Atwater Freeway	IIP Base	50,993	11,744				39,249				899	1,888	1,061	7,896	2,283	36,966
10	MER	99	5479	Atwater Freeway	IIP Change	12,772					12,772								3,663	9,109
					Total	63,765	11,744				52,021				899	1,888	1,061	7,896	5,946	46,075
10	MER	152	5707	Los Banos Bypass	IIP Base	2,000	2,000								2,000					
10	MER	152	5707	Los Banos Bypass	IIP Change	500	500								500					
					Total	2,500	2,500								2,500					
10	SJ	99	7668	Route 99 Widening in South Stockton	IIP Base	1,455	1,455								1,455					
10	SJ	99	7668	Route 99 Widening in South Stockton	IIP Change	103	103								103					
					Total	1,558	1,558								1,558					
10	STA	120	0941	Oakdale Expressway/Bypass	GFIIP Base	68,777	17,755							51,022				17,755		51,022
10	STA	120	0941	Oakdale Expressway/Bypass	IIP Base	22,169								22,169						22,169
					Total	90,946	17,755							73,191				17,755		73,191
10	STA	132	7855	SR-132 West Widening	IIP Base	517			517									517		
10	STA	132	7855	SR-132 West Widening	IIP Change	-517			-517									-517		
					Total	0			0									0		
10	TUO	108	0021B	E. Sonora Bypass Stage II	IIP Base	3,976	3,976									688	226	3,062		
10	TUO	108	0021B	E. Sonora Bypass Stage II	IIP Change	1,588	530			1,058					30		500	1,058		
					Total	5,564	4,506			1,058					30	688	726	4,120		



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(\$'s x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
11	IMP	7	0051Y	Route 7 Landscape Mitigation	IIP Base	291					291									291
					<b>Total</b>	<b>291</b>					<b>291</b>									<b>291</b>
11	IMP	78	0021	Brawley Bypass (Env. Only)	GFIP Base	18,070	5,100					12,970						5,100		12,970
11	IMP	78	0021	Brawley Bypass (Env. Only)	GFIP Change	-18,070	-5,100					-12,970						-5,100		-12,970
11	IMP	78	0021	Brawley Bypass (Env. Only)	IIP Base	36,184	4,061					32,123					1,079	2,982	2,520	29,603
11	IMP	78	0021	Brawley Bypass (Env. Only)	IIP Change	-36,184	-4,061					-32,123					-1,079	-2,982	-2,520	-29,603
					<b>Total</b>	<b>0</b>	<b>0</b>					<b>0</b>					<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11	IMP	78	0021F	Brawley Bypass Stage 2	GFIP Change	18,070	5,100					12,970						5,100		12,970
11	IMP	78	0021F	Brawley Bypass Stage 2	IIP Change	35,850	3,727					32,123					745	2,982	2,520	29,603
					<b>Total</b>	<b>53,920</b>	<b>8,827</b>					<b>45,093</b>					<b>745</b>	<b>8,082</b>	<b>2,520</b>	<b>42,573</b>
11	IMP	78	0021G	Brawley Bypass Stage 3	IIP Change	334	334										334			
					<b>Total</b>	<b>334</b>	<b>334</b>										<b>334</b>			
11	IMP	98	0549	Route 98 Widening (west of Rte. 111)	IIP Base	2,000	2,000								600	500	180	720		
					<b>Total</b>	<b>2,000</b>	<b>2,000</b>								<b>600</b>	<b>500</b>	<b>180</b>	<b>720</b>		
11	SD	11	1000	State Route 11	IIP Base	8,000	8,000								8,000					
					<b>Total</b>	<b>8,000</b>	<b>8,000</b>								<b>8,000</b>					
11	SD	52	0260	New Route 52 Freeway Route 125 to Cuyamaca - West end	IIP Base	3,400	3,400									2,400	1,000			
					<b>Total</b>	<b>3,400</b>	<b>3,400</b>									<b>2,400</b>	<b>1,000</b>			
11	SD	905	0374K	New Route 905 Freeway - Otay Mesa	GFIP Base	5,000			5,000											5,000
11	SD	905	0374K	New Route 905 Freeway - Otay Mesa	IIP Base	94,822	16,621		78,201						2,771	11,850	2,000	37,500	8,100	32,601
11	SD	905	0374K	New Route 905 Freeway - Otay Mesa	IIP Change	40,000				40,000										40,000
					<b>Total</b>	<b>139,822</b>	<b>16,621</b>		<b>83,201</b>	<b>40,000</b>					<b>2,771</b>	<b>11,850</b>	<b>2,000</b>	<b>37,500</b>	<b>8,100</b>	<b>77,601</b>



**Appendix B – Comprehensive Statewide ITIP State Highway Project List**  
(\$'s x 1000)

							Fiscal Year								Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PAED	PS&E	R/W Sup	R/W	Con Sup	Con
12	ORA	74	4110	Calle Entradero to Antonio Parkway Widening	IIP Base	2,019	2,019								2,019					
12	ORA	74	4110	Calle Entradero to Antonio Parkway Widening	IIP Change	1,694	1,694								1,694					
					Total	3,713	3,713								3,713					



**Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List**  
(S's x 1000)

							Fiscal Year								Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
04	ALA		2021	Livermore Valley Siding	IIP Base	1,000					1,000									1,000
					Total	1,000					1,000									1,000
04	ALA		2103	BART Oakland Airport Connector - PA&ED	IIP Base	10,000					10,000									10,000
					Total	10,000					10,000									10,000
04	CC		2011G	BART Richmond Station Additional Parking	IIP Base	2,000					2,000									2,000
					Total	2,000					2,000									2,000
04	VAR		2017	Statewide Development of Carsharing	IIP Base	3,600					3,600								679	2,921
04	VAR		2017	Statewide Development of Carsharing	IIP Change	-3,600					-3,600								-679	-2,921
					Total	0					0								0	0
07	LA		2318	Alameda Corridor East Grade Separations	IIP Base	1,042						1,042				71		971		
					Total	1,042						1,042				71		971		
07	LA		9814	Glendale Grade Separation	IIP Base	16,375					16,375									16,375
					Total	16,375					16,375									16,375
08	RIV		0079D	N. Main Corona Parking Structure	IIP Base	9,500						9,500								9,500
					Total	9,500						9,500								9,500
08	VAR		0079E	2 Cab Cars and 3 locomotives	IIP Base	12,000					12,000									12,000
08	VAR		0079E	2 Cab Cars and 3 locomotives	IIP Change	5,000					5,000									5,000
					Total	17,000					17,000									17,000
75	ALA		2020	Emeryville Intermodal Transfer Station	IIP Base	4,200						4,200								4,200
					Total	4,200						4,200								4,200



**Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List**  
(S's x 1000)

							Fiscal Year								Component					
DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
	FRE		2041	San Joaquin Track Improvements (Figarden)	GFIIP Base	11,289			11,289											11,289
75	FRE		2041	San Joaquin Track Improvements (Figarden)	IIP Change	2,250			2,250											2,250
					Total	13,539			13,539											13,539
75	LA		2063	Rosecrans/Marquardt Triple Track and Grade Sep.	IIP Change	6,200					6,200							6,200		
					Total	6,200					6,200							6,200		
75	LA		2002	La Mirada to DT Junction Third Track	IIP Base	5,000				5,000										5,000
75	LA		2002	La Mirada to DT Junction Third Track	IIP Change	1,396				1,396					120	480				796
					Total	6,396				6,396					120	480				5,796
75	LA		2023A	AB 3090 Replacement	IIP Base	5,000						5,000								5,000
75	LA		2023A	AB 3090 Replacement	IIP Change	-5,000						-5,000								-5,000
					Total	0						0								0
75	MAD		2025	Madera Amtrak Station Relocation	IIP Base	705			35	670								35		670
					Total	705			35	670								35		670
75	ORA		2026	Fullerton Transportation Center parking expansion	IIP Base	8,000			1,000		7,000					1,000		4,250		2,750
					Total	8,000			1,000		7,000					1,000		4,250		2,750
75	PLA		9879	Roseville Track and Signal Improvements	IIP Base	3,530						3,530								3,530
					Total	3,530						3,530								3,530
75	SAC		2027	Elk Grove Intercity Rail Station	IIP Base	800					800									800
					Total	800					800									800
75	SCL		2008	Capitol Corridor-San Jose-Santa Clara Fourth Main	IIP Base	17,900					17,900									17,900
75	SCL		2008	Capitol Corridor-San Jose-Santa Clara Fourth Main	IIP Change	2,700					2,700									2,700
					Total	20,600					20,600									20,600





**Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List**  
(\$'s x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
75	SD		2062	Solana Beach Parking Structure	IIP Change	6,000				6,000										6,000
					<b>Total</b>	<b>6,000</b>				<b>6,000</b>										<b>6,000</b>
75	SD		7301	Sorrento to Miramar Double Track/Realign	IIP Base	5,300					5,300									5,300
					<b>Total</b>	<b>5,300</b>					<b>5,300</b>									<b>5,300</b>
75	SD		9069A	Sorrento to Miramar Double Track	GFIP Base	21,390					21,390									21,390
					<b>Total</b>	<b>21,390</b>					<b>21,390</b>									<b>21,390</b>
75	SD		9865	San Dieguito River Bridge Replacement	IIP Base	855				855					855					
					<b>Total</b>	<b>855</b>				<b>855</b>					<b>855</b>					
75	SJ		2030	Capacity Improvements	IIP Base	24,200						24,200								24,200
					<b>Total</b>	<b>24,200</b>						<b>24,200</b>								<b>24,200</b>
75	SJ		2031	Stockton SP Depot Restoration	IIP Base	3,400					3,400									3,400
					<b>Total</b>	<b>3,400</b>					<b>3,400</b>									<b>3,400</b>
75	SOL		6045L	Bahia Viaduct Track Upgrade	IIP Base	1,250			190	1,060					40	150				1,060
75	SOL		6045L	Bahia Viaduct Track Upgrade	IIP Change	-1,250			-190	-1,060					-40	-150				-1,060
					<b>Total</b>	<b>0</b>			<b>0</b>	<b>0</b>					<b>0</b>	<b>0</b>				<b>0</b>
75	VAR		2061	Oakland / Los Angeles Maintenance Facilities Security	IIP Change	3,540				3,540										3,540
					<b>Total</b>	<b>3,540</b>				<b>3,540</b>										<b>3,540</b>
75	VAR		2064	San Jose - Oakland Capacity Increase	IIP Change	1,060				1,060										1,060
					<b>Total</b>	<b>1,060</b>				<b>1,060</b>										<b>1,060</b>
75	VAR		2065	Capitalized Maint.(Cap. Corr., Surfliner, San Joaquin)	IIP Change	6,000				3,000	3,000									6,000
					<b>Total</b>	<b>6,000</b>				<b>3,000</b>	<b>3,000</b>									<b>6,000</b>



**Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List**  
(\$'s x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
75	VAR		2066	Stockton ACE Northwest Track Connection	IIP Change	5,000				3,750	1,250					1,500	2,250			1,250
					<b>Total</b>	<b>5,000</b>				<b>3,750</b>	<b>1,250</b>					<b>1,500</b>	<b>2,250</b>			<b>1,250</b>
75	VAR		2067	Santa Paula Branch Line	IIP Change	6,750				6,750										6,750
					<b>Total</b>	<b>6,750</b>				<b>6,750</b>										<b>6,750</b>
75	VEN		2034	Replacement Rail Moorpark to Simi Valley	IIP Base	4,000				4,000										4,000
					<b>Total</b>	<b>4,000</b>				<b>4,000</b>										<b>4,000</b>



### Appendix D – Comprehensive Statewide TE Project List (S's x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
01	HUM	283	0301	Eel River Bridge Decorative Lighting	IIP Base	90			15	75					4	11	3		10	62
					IIP Change	58			21	37					8	13	7		30	
					<b>Total</b>	<b>148</b>			<b>36</b>	<b>112</b>					<b>12</b>	<b>24</b>	<b>10</b>		<b>40</b>	<b>62</b>
01	HUM	169	1027	Mareep Creek Wildlife Crossing	IIP Base	795		109	53	28	605				109	53	18	10	73	532
				<i>(Final expenditures)</i>	IIP Change	-772		-98	-41	-28	-605				-98	-41	-18	-10	-73	-532
					<b>Total</b>	<b>23</b>		<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>				<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
01	MEN	1	4108	Pacific Coast Bike Route	IIP Base	902		100	118	684					56	44	42	76	90	594
					IIP Change	329		70	14	245					44	26	14			245
					<b>Total</b>	<b>1,231</b>		<b>170</b>	<b>132</b>	<b>929</b>					<b>100</b>	<b>70</b>	<b>56</b>	<b>76</b>	<b>90</b>	<b>839</b>
01	VAR		4106	Archaeological Inventory	IIP Base	1,280				5	1,275				5				25	1,250
					<b>Total</b>	<b>1,280</b>				<b>5</b>	<b>1,275</b>				<b>5</b>				<b>25</b>	<b>1,250</b>
02	SIS		3198	Mt. Shasta Discovery Center	IIP Base	1,100					1,100									1,100
				<i>(Change Implementing Agency to USFS)</i>	IIP Change	33					33									33
					<b>Total</b>	<b>1,133</b>					<b>1,133</b>									<b>1,133</b>
03	ED	89	3457	Tree Planting	IIP Base	710			100	610					20	80	10		100	500
					<b>Total</b>	<b>710</b>			<b>100</b>	<b>610</b>					<b>20</b>	<b>80</b>	<b>10</b>		<b>100</b>	<b>500</b>
03	PLA	267	5705	Tree Planting	IIP Base	710				100	610				20	80	10		100	500
					<b>Total</b>	<b>710</b>				<b>100</b>	<b>610</b>				<b>20</b>	<b>80</b>	<b>10</b>		<b>100</b>	<b>500</b>
03	SAC	50	6210	Tree Planting	IIP Base	710			100	610					20	80	10		100	500
					<b>Total</b>	<b>710</b>			<b>100</b>	<b>610</b>					<b>20</b>	<b>80</b>	<b>10</b>		<b>100</b>	<b>500</b>
03	SIE	89	8003	Wildlife Crossing	IIP Base	822		70		115	637				70	100	10	5	88	549
					<b>Total</b>	<b>822</b>		<b>70</b>		<b>115</b>	<b>637</b>				<b>70</b>	<b>100</b>	<b>10</b>	<b>5</b>	<b>88</b>	<b>549</b>
03	YOL	5	8557	Tree Planting	IIP Base	710					100	610			20	80	10		100	500
					<b>Total</b>	<b>710</b>					<b>100</b>	<b>610</b>			<b>20</b>	<b>80</b>	<b>10</b>		<b>100</b>	<b>500</b>



### Appendix D – Comprehensive Statewide TE Project List (\$'s x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
04	MRN	1	1069	Wildlife Crossing	IIP Base	775		150			625				30	100	20		100	525
					IIP Change	260		260							220		40			
					Total	1,035		410			625				250	100	60		100	525
04	SCL	152	1062	Runoff Pollution Control	IIP Base	800		105			695				20	80	5		50	645
					IIP Change	21					21									
					Total	821		105			716				20	80	5		50	645
04	SON	101	0789E	Sonoma 101 at College Ave and 6th St. Improvemets	IIP Base	1,000			1,000									1,000		
				(Support only)	Total	1,000			1,000									1,000		
75	SB		1809	Goleta Amtrak Station Enhancements	IIP Base	710			180	530					60	120	20	60	60	390
					Total	710			180	530					60	120	20	60	60	390
06	FRE	41	1477	Tree Planting	IIP Base	1,311					30	123	1,158		30	123			214	944
					IIP Change	222							222							222
					Total	1,533					30	123	1,380		30	123			214	1,166
06	KER	395	0453	Archeological Survey	IIP Base	260				35	225					10	25		25	200
					Total	260				35	225					10	25		25	200
06	KER	99	3548	Tree Planting	IIP Base	594				64	530				14	50	1		95	434
					IIP Change	86					86									86
					Total	680				64	616				14	50	1		95	520
06	TUL	63	6231	Pedestrian Facility	IIP Base	911			101	810					21	80			150	660
					IIP Change	130				130										130
					Total	1,041			101	940					21	80			150	790



### Appendix D – Comprehensive Statewide TE Project List (S's x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
07	LA	5	2808A	Aesthetic Enhancements (Carmenita) (PPNO change from 3545 – add TE to parent project)	IIP Base	3,234			75	150	3,009				75	150			40	2,969
					IIP Change	646				270	376					270			150	226
					Total	3,880			75	420	3,385				75	420			190	3,195
07	LA	110	3546	Aesthetic Enhancements	IIP Base	3,283		540			2,743					540			274	2,469
					IIP Change	1,059		130			929				130				-74	1,003
					Total	4,342		670			3,672				130	540			200	3,472
07	LA	5	3547	Landscape Planting and Aesthetic Enhancements	IIP Base	1,638						180	1,458		30	150			87	1,371
					IIP Change	657						110	547		50	60			23	524
					Total	2,295						290	2,005		80	210			110	1,895
07	LA	10	3548	Landscape and Aesthetic Enhancements	IIP Base	1,690				190	1,500				20	170			250	1,250
					Total	1,690				190	1,500				20	170			250	1,250
07	LA	110	3550	Aesthetic Enhancements	IIP Base	1,291			210		1,081					210			108	973
					IIP Change	935			250		685				130	120			72	613
					Total	2,226			460		1,766				130	330			180	1,586
07	VEN	118	3552	Wildlife Corridor Enhancements	IIP Base	450			53	397					18	35			52	345
					Total	450			53	397					18	35			52	345
08	RIV	91	0072G	Green River Road Landscape Enhancement	IIP Base	1,200		100			1,100					100			100	1,000
					Total	1,200		100			1,100					100			100	1,000
08	SBD	15	0175N	Landscape Enhancement	IIP Base	1,419			150			1,269				150			150	1,119
					IIP Change	1,027			150			877				150			150	727
					Total	2,446			300			2,146				300			300	1,846
08	SBD	15	0176D	Desert Managers Group Visitor Center	IIP Base	1,183		125			1,058				25	100			125	933
					IIP Change	488		235			253				34	200	1		225	28
					Total	1,671		360			1,311				59	300	1		350	961



**Appendix D – Comprehensive Statewide TE Project List**  
(S's x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
08	SBD	18	0180F	Rural Gateway Beautification and Modernization	IIP Base	1,880		120	366			1,394			120	366			366	1,028
					IIP Change	385						385								385
					<b>Total</b>	<b>2,265</b>		<b>120</b>	<b>366</b>			<b>1,779</b>			<b>120</b>	<b>366</b>			<b>366</b>	<b>1,413</b>
08	SBD	71	0234P	Tree Planting	IIP Base	1,505				40	120	1,345			40	120			100	1,245
					<b>Total</b>	<b>1,505</b>				<b>40</b>	<b>120</b>	<b>1,345</b>			<b>40</b>	<b>120</b>			<b>100</b>	<b>1,245</b>
09	INY	395	0454	Independence Historic Lighting	IIP Base	263				22		241				22			22	219
					<b>Total</b>	<b>263</b>				<b>22</b>		<b>241</b>				<b>22</b>			<b>22</b>	<b>219</b>
09	MNO	395	0455	Sonora Wildlife Crossing	IIP Base	1,766		100		100		1,566			20	80	20	80	174	1,392
				(Increase to scope)	IIP Change	1,747		520		100		1,127			200	320	20	80	120	1,007
					<b>Total</b>	<b>3,513</b>		<b>620</b>		<b>200</b>		<b>2,693</b>			<b>220</b>	<b>400</b>	<b>40</b>	<b>160</b>	<b>294</b>	<b>2,399</b>
10	MER	99	0002	Tree Planting	IIP Base	800			39	81	680				37	81	2		65	615
					IIP Change	227			8	19	200					19	8		15	185
					<b>Total</b>	<b>1,027</b>			<b>47</b>	<b>100</b>	<b>880</b>				<b>37</b>	<b>100</b>	<b>10</b>		<b>80</b>	<b>800</b>
10	SJ	205	0001	Tree Planting	IIP Base	1,317				63	134	1,120			61	134	2		106	1,014
					IIP Change	358				8		350					8			350
					<b>Total</b>	<b>1,675</b>				<b>71</b>	<b>134</b>	<b>1,470</b>			<b>61</b>	<b>134</b>	<b>10</b>		<b>106</b>	<b>1,364</b>
10	STA	99	0003	Tree Planting	IIP Base	1,100				52	112	936			50	112	2		88	848
					IIP Change	213				8		205					8		12	193
					<b>Total</b>	<b>1,313</b>				<b>60</b>	<b>112</b>	<b>1,141</b>			<b>50</b>	<b>112</b>	<b>10</b>		<b>100</b>	<b>1,041</b>
10	TUO	108	0004	Route 108 Bicycle Facility	IIP Base	1,463		147	188		1,128				147		60	128	147	981
					IIP Change	519		187	32	300					187	300	11	21		
					<b>Total</b>	<b>1,982</b>		<b>334</b>	<b>220</b>	<b>300</b>	<b>1,128</b>				<b>334</b>	<b>300</b>	<b>71</b>	<b>149</b>	<b>147</b>	<b>981</b>
11	SD	163	0867	Balboa Park Historic Landscape Preservation	IIP Base	3,517		70	300		16	3,131			70	300	16		370	2,761
					IIP Change	94						94								94
					<b>Total</b>	<b>3,611</b>		<b>70</b>	<b>300</b>		<b>16</b>	<b>3,225</b>			<b>70</b>	<b>300</b>	<b>16</b>		<b>370</b>	<b>2,855</b>





### Appendix D – Comprehensive Statewide TE Project List (S's x 1000)

DIST	CO	RTE	PPNO	PROJECT	FUND CAT	Total	Fiscal Year								Component					
							Prior	04/05	05/06	06/07	07/08	08/09	09/10	10/11	PA&ED	PS&E	R/W Sup	R/W	Con Sup	Con
11	SD		0990	Caltrans Historic Building/Transportation Museum	IIP Base	950			185		765				40	145			110	655
					Total	950			185		765				40	145			110	655
12	ORA	5	2592	Scenic Enhancements	IIP Base	1,766		67	200		1,499				67	200			167	1,332
					Total	1,766		67	200		1,499				67	200			167	1,332
3	PLA	89	5282	Alice Richardson Water Pollution Abatement	IIP Change	605							45	560	15	30	5		55	500
					Total	605							45	560	15	30	5		55	500
4	SF	VAR		Healthy Transportation Network	IIP Change	885				885										885
					Total	885				885										885
4	VAR	VAR	0338G	Mission Bell Installation	IIP Change	236							55	181	22	28	5		20	161
					Total	236							55	181	22	28	5		20	161
3	NEV			Donner Memorial State Park Museum	IIP Change	2,586							2,586							2,586
					Total	2,586							2,586							2,586
5	SLO	46	0226B	Route 46 Retaining Walls	IIP Change	1,050				1,050										1,050
					Total	1,050				1,050										1,050
5	SLO	1	1845	Estero Bluffs Pullouts	IIP Change	1,818						123	197	1,498	123	192		5	123	1,375
					Total	1,818						123	197	1,498	123	192		5	123	1,375
7	LA	5	2808	Route 5 Aesthetic Improvements (Pioneer & Valley View)	IIP Change	4,800							180	4,620	180	360			640	3,620
					Total	4,800							180	4,620	180	360			640	3,620
1	LAK	20	4421	Bloody Island Interpretive Center	IIP Change	317						75	50	192	75	40	10		70	122
					Total	317						75	50	192	75	40	10		70	122
1	VAR	VAR	3041	Collision Abatement Program	IIP Change	336							336						100	236
					Total	336							336						100	236

## **Appendix E - Interregional Transportation Improvement Program Themes**

The over-arching theme of the Interregional Transportation Improvement Program (ITIP) is funding for projects to improve the interregional movement of people and goods to and through urbanized areas. It is based on using the Interregional Transportation Strategic Plan (ITSP) as a guide for completion of key portions of the freeway and expressway system and the inter-city passenger rail program.

This interregional theme recognizes that transportation needs in California are statewide and varied, and that the economic health and quality of life in our State depend on the development of a complete multi-modal transportation system “to and through the urbanized areas”. California’s transportation system must be improved, but the improvements must be well planned in order to meet interregional as well as regional needs. The improvements must also respect and protect our valued natural resources, and promote a higher quality of life. Development of focused themes for the ITIP will help to meet these goals, guide ITIP investments and encourage funding partnerships to effectively and efficiently complete these transportation improvements. These themes include:

- Complete the ITSP Focus Routes
- Reduce Congestion and Promote Livable Communities
- Improve Goods Movement
- Encourage Rural Funding Partnerships

The State’s voice in guiding and influencing the positive future of California is strengthened by adoption of these themes. They encourage stronger partnerships and shared investment in transportation systems. They also recognize the benefits of improved integrated land use and transportation planning processes which are needed to promote livable communities and enhance our over all quality of life.

### **Theme – Complete the ITSP Focus Routes**

Completion of the state highway focused route trunk system identified in ITSP is a priority. This 20-year strategy will provide the main “to and through” highway connection to every urbanized area within the State, and provides for the interregional movement of people and goods.

**Criterion: Candidates for the ITIP are consistent with the approved ITSP focused route improvement plan.**

- Priorities for development of Project Study Reports are consistent with the focused route improvement plan in the approved ITSP.
- Improvements for focused route corridors are coordinated statewide with integrated planning between Districts and Regions to maximize benefits and minimize development impacts.
- Regions should be encouraged to share in the funding of the focused route improvements.

- Regions should be encouraged to fund improvements that link rural and smaller urban centers to the trunk system.

### **Theme - Reduce Congestion and Promote Livable Communities**

ITIP investments for eligible projects under this theme will have a higher priority if regional agencies use community based integrated land use and transportation planning practices to adopt livable community concepts. These planning practices may include progressive land use, high density zoning near rail/transit stations, transit oriented development, access management control on conventional state highway routes, effective use of congestion management programs, and trip reduction ordinances. ITIP funds may augment, not replace RTIP or other local funding, and do not relieve the Regional Transportation Planning Agency (RTPA) responsibilities for identifying and funding regional transportation improvements.

#### **Criterion 1: Support legislative intent to encourage Regional funding for completion of the Transportation Congestion Relief Program (TCRP).**

- ITIP funding may be provided to encourage local funding (i.e. measure, developer fees, Regional shares, Congestion Management Air Quality, Regional Surface Transportation Program, etc.) for the project.
- ITIP funding may be provided to accelerate delivery of the project.

#### **Criterion 2: RTPA uses the integrated land use and transportation planning practices of its regional cities and counties to support and guide future project development decisions and in the development of the Regional Transportation Plan.**

- ITIP candidates must identify the integrated planning practices adopted by the RTPA. (e.g. planning practices that integrate Land Use, Circulation and Housing, and Transportation Elements, with Comprehensive and Specific/Area Plans, habitat conservation plans, and use community based planning or other efforts to include community values for planned growth which promotes livable communities and enhances a quality of life).
- Regional plans must identify environmentally sensitive areas as part of the transportation element to gain early consensus and avoid future conflicts and project delay.
- Funding partnerships for eligible work can be considered for rewarding Regions that demonstrate integrated planning practice.

#### **Criterion 3: RTPA has established an effective planning process that coordinates development plans with adjoining regional agencies or local areas to reduce impacts of cumulative development and to maintain and improve quality of life.**

- Coordinated planning between Regions must address the cumulative impacts of major employment generators, the location of affordable housing, capacity of transportation facilities and availability of cross jurisdiction transit/rail services needed to reduced traveler delay and environmental impact within and between regional areas.

- HOV lane addition project candidates must include a transit operation plan or other efforts for increasing high occupancy vehicle ridership.
- Funding partnerships for eligible work can be considered for rewarding Regions that coordinate integrated planning practices with adjoining regional areas and neighboring cities and counties.

### **Theme – Improve Goods Movement**

ITIP investments under this theme emphasize the strengthening of California's economy through an improved statewide goods movement system. ITIP investments will be consistent with the goods movement plan in the ITSP and stress the need for shared regional funding for improved access to airports, water ports and goods movement transfer facilities. ITIP funds may augment, not replace RTIP or other local funding, and do not relieve RTPA responsibilities for identifying and funding regional transportation improvements.

#### **Criterion 1: Candidates for ITIP funding are consistent with the Statewide Global Gateway System Plan contained in the ITSP.**

- ITIP funding priority will be system improvements consistent with the ITSP and not for isolated spot projects.
- Project candidates should consider innovative funding and opportunities for private/public partnerships.
- ITIP funding may be proposed to encourage innovative funding partnerships.

#### **Criterion 2: Improve safety and remove choke points for movement of goods within, to and through gateways.**

- Improvements for goods movement emphasize safety and operational improvements and reduce people/goods movement conflicts.
- Innovative funding, including opportunities for private/public funding partnerships, should be considered for every goods movement project. (e.g. improved access into and from intermodal transfer facilities; improvements on Surface Transportation Assistance Act (STAA) and terminal access routes; new and expanded roadside/safety rest sites with expanded truck parking lots; etc.)
- Projects should consider opportunities to reduce delivery time, energy costs, community noise impacts, and improve air quality.
- Innovative technologies should be investigated to improve safety and improve operations.
- Funding proposed to reduce delays and improve reliable delivery by eliminating choke points to or on major goods movement routes and critical connector routes must not create new choke points.

#### **Criterion 3: RTPA has developed a regional goods movement plan that is consistent with the statewide systems plan.**

- Statewide Global Gateway System improvements are incorporated into regional transportation plans to emphasize 'connectivity' to major intermodal transfer facilities, and include a commitment of Regional funding.



- The Regional plans should include strategies for improved safety, and incorporation of new technology to improve trip tracking, reliability and reduce travel times.
- Funding strategies should include public/private partnerships with major intermodal transfer facilities and goods movement operators and authorities.

**Criterion 4: Proposed projects are compatible with community planning.**

- Any funding proposal should include consideration of residents living near intermodal freight transfer or line facilities such as; Airports, Water Ports, Rail Yards, Rail Lines, Trucking Terminals in General, in Comprehensive and Specific/Area Plans.
- Projects should protect the safety and quality of life for these residents.

**Theme – Encourage Rural Funding Partnerships**

ITIP funds may be recommended for partnerships with rural Regions to improve State Highway Routes, where there is a high regional priority due to heavy tourist, recreational, agricultural, or other goods movement traffic. This theme recognizes rural transportation improvements and also contributes to the economic well being of the state and quality of life.

**Criterion: Rural Region must provide a significant contribution to the shared funding partnership.**

- The project must provide an interregional benefit.

The Region confirms the need for and priority of the proposed project improvement through a significant contribution of regional share programming.

## Appendix F – ITIP Funding Formulas

The 25% interregional program is not constrained by county shares. However, by law, new funding to the program must comply with the following constraints:

- 60% of the program shall be programmed for improvements to State highways that are specified in statute as part of the interregional road system and are outside urbanized areas with over 50,000 population and for intercity rail improvements.

Of this amount, at least 15% (9% of the interregional program) shall be programmed for intercity rail improvements, including grade separation projects.

- 40% of the program may be programmed to transportation improvement projects to facilitate interregional movement of people and goods, including State highway, intercity passenger rail, mass transit guideway, or grade separation projects. These projects may be in either urbanized or non-urbanized areas.

Of this amount, 40% (16% of the interregional program) must be in the 13 counties of the South.

Of this amount, 60% (24% of the interregional program) must be in the North counties.